



# Hongkong Daily Press

ESTABLISHED 1861

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No. 19,831. 第一一八八千九萬一第 日一初月二拾年酉辛 HONGKONG, THURSDAY, DECEMBER 29TH, 1931. 四拜禮 號九廿月式拾年拾國民華中 PRICE, \$3 PER MONTH

## INTIMATION CHAMPAGNES

	Quarts	Pints	Duty paid
Pommery & Greno	\$94	\$97	"
Veuve Clicquot	94	97	"
Bollinger	92	95	"
Piper Heidsieck	90	93	"
Reo. Goulet	90	93	"
Delbeck	44	46	"

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PEAK TRAMWAY CO. LIMITED.	
TIME-TABLE.	
WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " 8.30 " " 10 " "	
9.30 " " 11.00 " " 15 " "	
11.30 " " 12.30 p.m. " " 15 " "	
12.30 p.m. " 2.30 " " 10 " "	
2.30 " " 4.00 " " 15 " "	
4.00 " " 8.10 " " 10 " "	
NIGHT CARS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes.	
11.45 p.m. SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 noon " " 15 " "	
12.00 noon " 1.00 p.m. " " 20 " "	
1.00 p.m. " 4.00 " " 15 " "	
4.00 " " 8.10 " " 10 " "	
NIGHT CARS.	
As on Week Days.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
Season and punch tickets available for all cars, not already full, running at the times stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represent- Bank Notes.	

## KOWLOON-CANTON RAILWAY.

TIME-TABLE. On and after FRIDAY, SEPTEMBER 18th, 1931, until further Notice (All previous Time Tables cancelled).

DOWN TRAINS															
Stations	No. 11	No. 10	No. 9	No. 7	No. 11	No. 10	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5
	Local	Local	Local	Local	Local	Through Express	Local	Local	Joint Local and Goods	Local	Through Express	Local	Local	Local	Through Express
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
LOW (Chi Tsai)	dep.					8.05					8.45				
LOW LUNGS	dep.					8.15					8.55				
Chung Chung	dep.		7.25	8.15	8.25	10.47	11.45	11.45	1.15	1.15	8.55	9.45	9.15	8.15	
Market	dep.		7.35	8.25	8.35	10.54			11.47	1.20	9.04	9.54	9.24	8.24	
Market	dep.		7.45	8.35	8.45	11.03			11.51	1.23	9.13	10.03	9.33	8.33	
Market	dep.		7.55	8.45	8.55	11.12			12.00	1.26	9.22	10.12	9.42	8.42	
Market	dep.		8.05	8.55	9.05	11.21			12.07	1.29	9.31	10.21	9.51	8.51	
Market	dep.		8.15	9.05	9.15	11.30			12.14	1.32	9.40	10.30	10.00	9.00	
Market	dep.		8.25	9.15	9.25	11.39			12.21	1.35	9.49	10.39	10.09	9.09	
Market	dep.		8.35	9.25	9.35	11.48			12.28	1.38	9.58	10.48	10.18	9.18	
Market	dep.		8.45	9.35	9.45	11.57			12.35	1.41	10.07	10.57	10.27	9.27	
Market	dep.		8.55	9.45	9.55	12.06			12.42	1.44	10.16	11.06	10.36	9.36	
Market	dep.		9.05	9.55	10.05	12.15			12.49	1.47	10.25	11.15	10.45	9.45	
Market	dep.		9.15	10.05	10.15	12.24			12.56	1.50	10.34	11.24	10.54	9.54	
Market	dep.		9.25	10.15	10.25	12.33			13.03	1.53	10.43	11.33	11.03	10.03	
Market	dep.		9.35	10.25	10.35	12.42			13.10	1.56	10.52	11.42	11.12	10.12	
Market	dep.		9.45	10.35	10.45	12.51			13.17	1.59	11.01	11.51	11.21	10.21	
Market	dep.		9.55	10.45	10.55	13.00			13.24	2.02	11.10	12.00	11.30	10.30	
Market	dep.		10.05	10.55	11.05	13.09			13.31	2.05	11.19	12.09	11.39	10.39	
Market	dep.		10.15	11.05	11.15	13.18			13.38	2.08	11.28	12.18	11.48	10.48	
Market	dep.		10.25	11.15	11.25	13.27			13.45	2.11	11.37	12.27	11.57	10.57	
Market	dep.		10.35	11.25	11.35	13.36			13.52	2.14	11.46	12.36	12.06	11.06	
Market	dep.		10.45	11.35	11.45	13.45			14.00	2.17	11.55	12.45	12.15	11.15	
Market	dep.		10.55	11.45	11.55	13.54			14.07	2.20	12.04	12.54	12.24	11.24	
Market	dep.		11.05	11.55	12.05	14.03			14.14	2.23	12.13	13.03	12.33	11.33	
Market	dep.		11.15	12.05	12.15	14.12			14.21	2.26	12.22	13.12	12.42	11.42	
Market	dep.		11.25	12.15	12.25	14.21			14.28	2.29	12.31	13.21	12.51	11.51	
Market	dep.		11.35	12.25	12.35	14.30			14.35	2.32	12.40	13.30	13.00	12.00	
Market	dep.		11.45	12.35	12.45	14.39			14.42	2.35	12.49	13.39	13.09	12.09	
Market	dep.		11.55	12.45	12.55	14.48			14.49	2.38	12.58	13.48	13.18	12.18	
Market	dep.		12.05	12.55	13.05	14.57			14.56	2.41	13.07	13.57	13.27	12.27	
Market	dep.		12.15	13.05	13.15	15.06			15.03	2.44	13.16	14.06	13.36	12.36	
Market	dep.		12.25	13.15	13.25	15.15			15.10	2.47	13.25	14.15	13.45	12.45	
Market	dep.		12.35	13.25	13.35	15.24			15.17	2.50	13.34	14.24	13.54	12.54	
Market	dep.		12.45	13.35	13.45	15.33			15.24	2.53	13.43	14.33	14.03	13.03	
Market	dep.		12.55	13.45	13.55	15.42			15.31	2.56	13.52	14.42	14.12	13.12	
Market	dep.		13.05	13.55	14.05	15.51			15.38	2.59	14.01	14.51	14.21	13.21	
Market	dep.		13.15	14.05	14.15	16.00			15.45	3.02	14.10	15.00	14.30	13.30	
Market	dep.		13.25	14.15	14.25	16.09			15.52	3.05	14.19	15.09	14.39	13.39	
Market	dep.		13.35	14.25	14.35	16.18			16.00	3.08	14.28	15.18	14.48	13.48	
Market	dep.		13.45	14.35	14.45	16.27			16.07	3.11	14.37	15.27	14.57	13.57	
Market	dep.		13.55	14.45	14.55	16.36			16.14	3.14	14.46	15.36	15.06	14.06	
Market	dep.		14.05	14.55	15.05	16.45			16.21	3.17	14.55	15.45	15.15	14.15	
Market	dep.		14.15	15.05	15.15	16.54			16.28	3.20	15.04	15.54	15.24	14.24	
Market	dep.		14.25	15.15	15.25	17.03			16.35	3.23	15.13	16.03	15.33	14.33	
Market	dep.		14.35	15.25	15.35	17.12			16.42	3.26	15.22	16.12	15.42	14.42	
Market	dep.		14.45	15.35	15.45	17.21			16.49	3.29	15.31	16.21	15.51	14.51	
Market	dep.		14.55	15.45	15.55	17.30			16.56	3.32	15.40	16.30	16.00	15.00	
Market	dep.		15.05	15.55	16.05	17.39			17.03	3.35	15.49	16.39	16.09	15.09	
Market	dep.		15.15	16.05	16.15	17.48			17.10	3.38	15.58	16.48	16.18	15.18	
Market	dep.		15.25	16.15	16.25	17.57			17.17	3.41	16.07	16.57	16.27	15.27	
Market	dep.		15.35	16.25	16.35	18.06			17.24	3.44	16.16	17.06	16.36	15.36	
Market	dep.		15.45	16.35	16.45	18.15			17.31	3.47	16.25	17.15	16.45	15.45	
Market	dep.		15.55	16.45	16.55	18.24			17.38	3.50	16.34	17.24	16.54	15.54	
Market	dep.		16.05	16.55	17.05	18.33			17.45	3.53	16.43	17.33	17.03	16.03	
Market	dep.		16.15	17.05	17.15	18.42			17.52	3.56	16.52	17.42	17.12	16.12	
Market	dep.		16.25	17.15	17.25	18.51			17.59	3.59	17.01	17.51	17.21	16.21	
Market	dep.		16.35	17.25	17.35	19.00			18.06	4.02	17.10	18.00	17.30	16.30	
Market	dep.		16.45	17.35	17.45	19.09			18.13	4.05	17.19	18.09	17.39	16.39	
Market	dep.		16.55	17.45	17.55	19.18			18.20	4.08	17.28	18.18	17.48	16.48	
Market	dep.		17.05	17.55	18.05	19.27			18.27	4.11	17.37	18.27	17.57	16.57	
Market	dep.		17.15	18.05	18.15	19.36			18.34	4.14	17.46	18.36	18.06	17.06	
Market	dep.		17.25	18.15	18.25	19.45			18.41	4.17	17.55	18.45	18.15	17.15	
Market	dep.		17.35	18.25	18.35	19.54			18.48	4.20	18.04	18.54	18.24	17.24	
Market	dep.		17.45	18.35	18.45	20.03			18.55	4.23	18.13	19.03	18.33	17.33	
Market	dep.		17.55	18.45	18.55	20.12			19.02	4.26	18.22	19.12	18.42	17.42	
Market	dep.		18.05	18.55	19.05	20.21			19.09	4.29	18.31	19.21	18.51	17.51	
Market	dep.		18.15	19.05	19.15	20.30			19.16	4.32	18.40	19.30	19.00	18.00	
Market	dep.		18.25	19.15	19.25	20.39			19.23	4.35	18.49	19.39	19.09	18.09	
Market	dep.		18.35	19.25	19.35	20.48			19.30	4.38	18.58	19.48	19.18	18.18	
Market	dep.		18.45	19.35	19.45	20.57			19.37	4.41	19.07	19.57	19.27	18.27	
Market	dep.		18.55	19.45	19.55	21.06			19.44	4.44	19.16	20.06	19.36	18.36	
Market	dep.		19.05	19.55	20.05	21.15			19.51	4.47	19.25	20.15	19.45	18.45	
Market	dep.		19.15	20.05	20.15	21.24			19.58	4.50	19.34	20.24	19.54	18.54	
Market	dep.		19.25	20.15	20.25	21.33			20.05	4.53	19.43	20.33	20.03	19.03	
Market	dep.		19.35	20.25	20.35	21.42			20.12	4.56	19.52	20.42	20.12	19.12	
Market	dep.		19.45	20.35	20.45	21.51			20.19	4.59	20.01	20.51	20.21	19.21	
Market	dep.		19.55	20.45	20.55	22.00			20.26	5.02	20.10	21.00	20.30	19.30	
Market	dep.		20.05	20.55	21.05	22.09			20.33	5.05	20.19	21.09	20.39	19.39	
Market	dep.		20.15	21.05	21.15	22.18			20.40	5.08	20.28	21.18	20.48	19.48	
Market	dep.		20.25	21.15	21.25	22.27			20.47	5.11	20.37	21.27	20.57	19.57	
Market	dep.		20.35	21.25	21.35	22.36			20.54	5.14	20.46	21.36	21.06	20.06	
Market	dep.		20.45	21.35	21.45	22.45			21.01	5.17	20.55	21.45	21.15	20.15	
Market	dep.		20.55	21.45	21.55	22.54			21.08	5.20	21.04	21.54	21.24	20.24	
Market	dep.		21.05	21.55	22.05	23.03			21.15	5.23	21.13	22.03	21.33	20.33	
Market	dep.		21.15	22.05	22.15	23.12			21.22	5.26	21.22	22.12	21.42	20.42	
Market	dep.		21.25	22.15	22.25	23.21			21.29	5.29	21.31	22.21	21.51	20.51	
Market	dep.		21.35	22.25	22.35	23.30			21.36	5.32	21.40	22.30	22.00	21.00	
Market	dep.		21.45	22.35	22.45	23.39			21.43	5.35	21.49	22.39	22.09	21.09	
Market	dep.		21.55	22.45	22.55	23.48			21.50	5.38	21.58	22.48	22.18	21.18	
Market	dep.		22.05	22.55	23.05	23.57			21.57	5.41	22.07	22.57	22.27	21.27	
Market	dep.		22.15	23.05	23.15	24.06			22.04	5.44	22.16	23.06	22.36	21.36	
Market	dep.		22.25	23.15	23.25	24.15			22.11	5.47	22.25	23.15</			



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### WEEK OF PRAYER, 1922

TUESDAY,

Jan. 3,

5.30 p.m.

WEDNESDAY,

Jan. 4,

5.30 p.m.

THURSDAY,

Jan. 5,

5.30 p.m.

FRIDAY,

Jan. 6,

8 p.m.

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The Rt. Rev. The Bishop of Victoria

Rev. C. Clouston Perri

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[1922]

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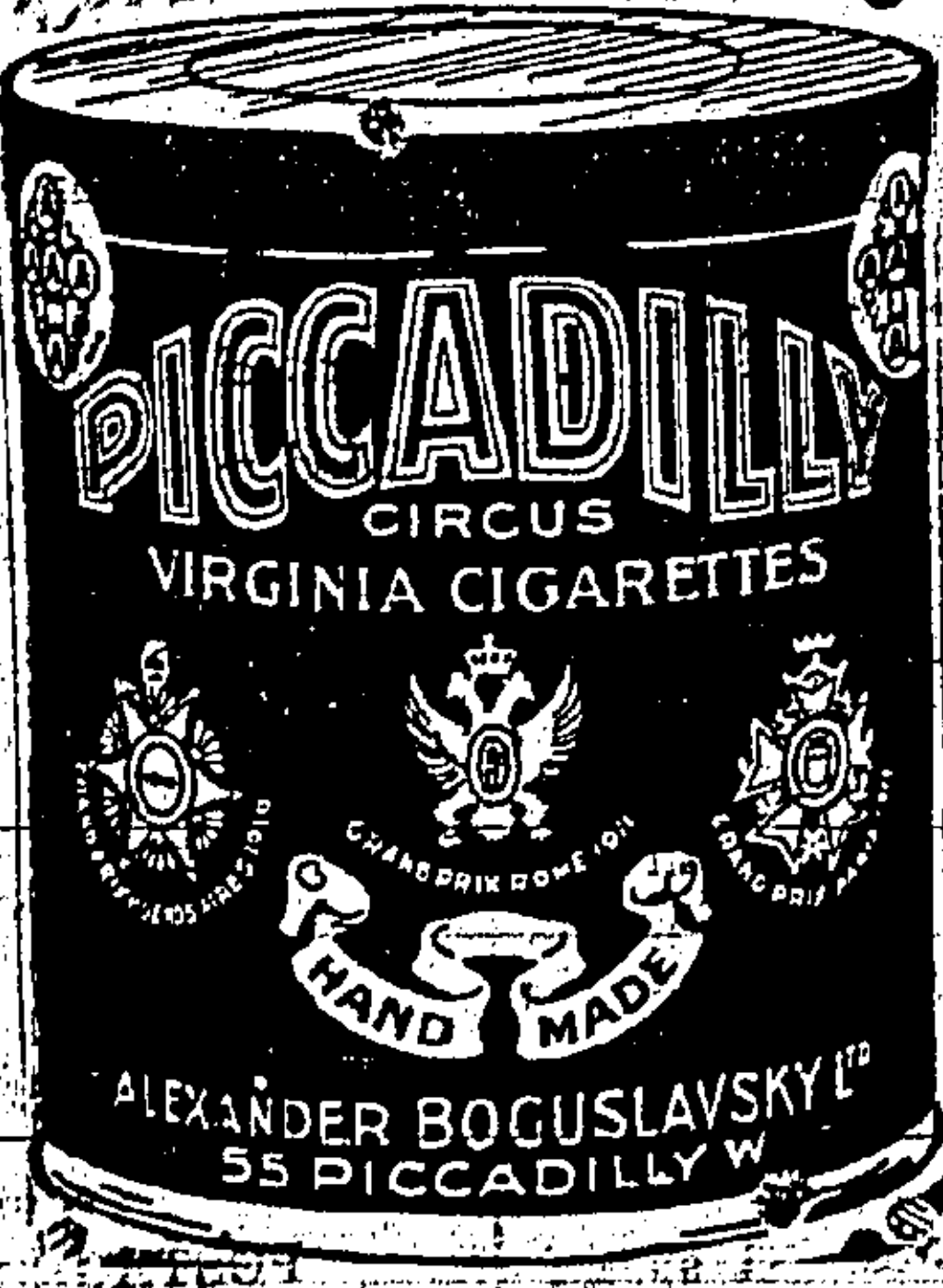
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VIRGINIA DE LUXE

### OBSTRUCTING A PUBLIC SERVANT.

P. & O. "SOMALI" CAPTAIN CHARGED.

The following report of the case at Singapore last week in which Capt. W. H. Colegrave O.B.E., master of the P. & O. Somali, was charged with obstructing Mr. W. H. Taylor, senior revenue officer, whilst making a search on the Somali under the provisions of the Customs Revenue Ordinance, No. 1009 is taken from the Singapore Free Press.

The D.P.P. Major Langley conducted the case for the prosecution, and Mr. G. S. Carver represented the defence.

On the charge being read out to him, the Captain pleaded not guilty.

In opening the case for the prosecution, the D.P.P. said a Government officer was entitled to the privileges of his office, and if a ship's captain chose to obstruct him he should be dealt with with the utmost severity. Under the British law, nobody was above the law. The question in the present case was whether the Government officer was about his lawful business, and while on his justifiable business was he obstructed.

Mr. W. H. Taylor, head of the Preventive Service, said he visited the Somali at the P. & O. Wharf on November 3rd last about midnight. He was accompanied by Supervisor Listerman and B.O. 750. Only about 30 minutes before he had made up his mind to visit the ship. He went on board to look for opium as he had received information that opium was in a certain part in the ship. He went up the gangway accompanied by his two assistants and met the quartermaster and inquired for the chief officer. He replied that the chief officer had turned in. Witness then handed his card to the quartermaster, who went down and came back with the fourth officer. Witness said he wanted to see the Captain and was taken up on the bridge. As the Captain had a couple of friends in evening clothes in his cabin witness asked him for a few minutes' conversation. He said the Captain said "would it do in the morning?" Witness said that would not do as the ship would be leaving in the morning. He announced himself as a preventive officer and said he had come to search for opium in the ship. The Captain told the fourth officer to attend to him, and as they were conducting the search in the mail room, the third officer interposed with the result that they all went back to the Captain. The Captain said "let's get to the bottom of this." Witness replied "I am a preventive officer. I told you a while ago, and on being asked to produce his credentials, he told Mr. Listerman to produce his badge and his papers. They were general papers, not covering this search. These were handed to the Captain, who said there was nothing which entitled them to search the ship. Witness insisted that he had a right to search under the Customs Ordinance section 29 whereupon the Captain grew angry and said he would throw witness overboard. He added "I am King of the ship. You cannot search the mail room, you can search the baggage room." This was expressed in violent language, resulting in the raiding party having to retire without a proper search of the ship.

Mr. Listerman gave corroborative evidence.

THE DEFENCE.

Mr. Carver for the defence submitted there was no case to meet. At the outset he expressed regret for the heat that might have been engendered in the course of the conversation between the Captain and Mr. Taylor, but asked all the parties concerned to stand back from their minds. The Captain might have been upset over having to be disturbed at midnight, and as custodian of mails, especially of registered mail, he was most anxious. Then, under the Ordinance, the officer was required first to produce his badge of office, and then declare his office. Taylor did not comply with that. He described himself as Preventive Officer, a designation for which he searched in vain in the whole of the Ordinance.

Under the Ordinance a senior revenue officer was empowered to search in a case like that and although the letters S.R.O. were prefixed to Mr. Listerman's name in one of the documents he was entitled to search only in a bonded warehouse.

His Worship interposed, remarking that he did not agree with Mr. Carver. Although Mr. Taylor did not produce his badge or document, he claimed to be an officer entitled under the Ordinance, and substantiated the position by Mr. Listerman's badge and his papers designating him as an S.R.O.

At this stage his Worship also asked whether some form of apology could not be tendered by the defence in settlement of the matter.

The D.P.P. said he had no objection to this course, but that it was the desire of the Crown that the principle underlying the prosecution should be upheld.

Mr. Carver, on behalf of the defence, agreed to the course, and asked the prosecution to admit that the officers were not properly armed with their powers.

The D.P.P. would not go that length. Mr. Taylor had to act in an emergency and had to make up his mind within 20 minutes after receiving the information. The officers in this instance had acted with propriety.

Eventually Capt. Colegrave expressed regret at the occurrence, and the charge was withdrawn.

### WASHINGTON CONFERENCE.

EFFECTS IN JAPAN.

A Kobe despatch to the Nishi Nishi says work in the battleship-cruiser *Togo* (43,000 tons), at the Kawasaki Shipbuilding Yard, Kobe, was suspended a few days ago by order of the Tokyo Government. The keel of the ship was laid on the 17th ultimo.

A Nagasaki despatch to the *Asahi* says the new battleship *Tosa* (29,000 tons) will be launched from the Mitsubishi Shipbuilding Yard on the 13th instant. It is understood that in accordance with the ratio agreement the *Tosa* will be scrapped with the *Atago*. The *Tosa* was designed to be armed with eight 16-inch guns.

### TRADE OF HONGKONG IN 1921.

(Continued from last week.)

#### COAL.

Prices at the beginning of the year were low owing to large surpluses in Japan. When the decision was made by Japanese mineowners, in common with other producers, to restrict output surpluses began to be absorbed and the market ruled steadily, especially in dust coal. Prices in Japan at the beginning of the year for lump coal were about 1.19 per ton. In the second half of the year Cardiff coal entered into local competition. A *Reuter* cable actually gave a price as low as 20s. per ton f.o.b. Shipments were made to Java and Singapore and recently cargoes have arrived for Hongkong. Japanese mine owners, afraid that Cardiff coal would flood this market, have reduced prices to compete, particularly in Singapore and Java.

Japanese lump coal and dust coal at the present moment show a difference of only about a dollar a ton as against about three dollars a ton ordinarily. Dust coal is now in great demand not only in Japan but also in Shanghai and Hongkong. At the present moment both sorts of coal are very firm in Hongkong owing to the high cost of labour and through the tendency of small mine owners to close down. The general opinion is that prices will not be further reduced. Japanese mine owners think that they can hold their own in this market and there is every probability of their doing so as several contracts have already been fixed.

Freight and exchange during the year have practically ruled about the same. Prices during the year show a fluctuation of about 15 per cent. The freight from Cardiff to Hongkong was quoted during the latter part of the year at about 20s. to 25s. per ton and compared with Japanese freights this must be considered a very low figure. The importation of coal to Hongkong was about 1,100,000 tons, of which Japan was responsible for 650,000.

#### RAW SUGAR.

Raw sugar has experienced a falling market throughout the year and values now are about as low as they have ever been. Both Cuban and Java Raws have declined in prices to very near, and even below, in some cases, the cost of production. The following is a comparison of highest and lowest values for 1920 and 1921.

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A moderate supply of Javas of present season is available until the new crop comes in. Cuba has somewhat considerable supplies of raws, although the new season is at hand.

#### METALS.

Quotations from London at the beginning of the year showed a wide difference compared with prices offered now. Continental Bars and Angles in January were quoted as high as £17 5s. per ton c.i.f., whereas to-day's prices are £10 5s. Wire nails at 57/3 and 58/3 per keg, are now quoted at 23/3 and 20/8. This considerable drop is largely accounted for by German competition again entering the market, competing with the Belgian suppliers. There have also been considerable drops in freights rates from time to time. In September a fall of 17/8 per ton was advised.

Lower exchange has tended to discount the drop in prices and the wide fluctuations in the Continental Exchanges have made it difficult to negotiate business.

It seems probable that a very large proportion of orders placed in July, August, September will arrive after contract date, as it is reported that German suppliers generally, have oversold their production. It is, therefore, probable that buying at the Chinese New Year will be on a limited scale, and will continue to be so until it is known how much of these contracts will be filled.

### BRIGANDAGE IN NORTH MANCHURIA.

HUNGHTUTZES, KILL JAPANESE OFFICERS.

Information received in Japan, says that Major Murai, Captain Goto and fourteen others, of the Kwantung (Liaoning) Garrison, who left Tsitsihar, North Manchuria, in order to effect junction with Japanese on special service in Heiho, opposite "Blagovest-chensk," across the Amur, met 40 to 50 Hunghtutzes at a point about 50 miles south of Tsitsihar. Major Murai, Captain Goto and six privates were killed, and two others badly wounded.

The Japanese Consul in Tsitsihar despatched a physician and three others, under escort of Chinese soldiers, to the spot, in order to recover the dead bodies and wounded.

The dead bodies of Major Murai and four others were found nude and mutilated. The Hunghtutzes fled with arms of the Japanese dead, leaving 30 men dead behind. Major Murai's party consisted of four non-combatants and eight soldiers.

The Japanese Minister in Peking has been collecting data in order to present reconstructions to the Chinese Foreign Office and demand that proper steps be taken.

Despite the slump the Government of the Federated Malay States has carried out its promises to Siam. In July last, when the slump was at its worst, it lent Siam £200,000, and Siam has now had £24,180,000 out of the promised loan of £24,750,000.

### UNIVERSITY STUDENT IN TROUBLE.

SENT TO PRISON FOR THEFT.

Mariano Del Rosario, a student at the Hongkong University, was charged at the Magistrate's yesterday, before Mr. J. R. Wood, on four counts (1) with stealing on the 28th inst. \$103.06 cents, 70 pesos in notes, one gold watch, one lady's gold necklace, three gold medals and jade stone appendage, the property of a fellow student at the University named Buenaventura Veloso; (2) with stealing from Mr. Ong Aik Keong, another student, on the 20th inst. one tennis racket and press valued at \$20; (3) with stealing from Mr. Egon Sai Kwai a tennis racket valued at \$7; (4) with stealing from Mr. R. Abasco, secretary of the playing club, a tennis racket. The fourth charge was not proceeded with as Mr. Abasco did not appear in Court to prosecute.

Defendant denied the theft of the money and jewellery. With regard to the charge of stealing the rackets, he said that they were found in the Hall of the University and as he was afraid they would be stolen he adopted them. When a complaint was made he allowed a police officer to search his room and then took the officer to No. 47, Nathan Road, where the rackets were found.

Mr. Buenaventura Veloso deposed that he lived at No. 12 room of the University Hostel. On the 28th inst. he locked away his money and jewellery in the wardrobe. He returned to the building at about 12.30 p.m. the same day in the defendant's company. The defendant left him at the entrance.

On going to his room witness noticed that the room door was open and that the wardrobe door had been forced. The cash box containing the money and jewellery was missing. Later in the day the defendant came to the witness and asked him not to report the case as it would look suspicious against him. The matter was reported to the police the same evening. The defendant then proposed to pay the balance of the money the following morning.

The defendant cross-examined the witness and asked where he obtained the money. Witness replied that he received a letter from home.

The defendant: Did you not tell me on the 20th inst. that you were "dry broke"?—In fact, that you had spent all your money paying passages for some of your friends?

Witness: Rather than let you borrow the money from me I decided to give what I had to my friends.

A boy employed at the University Hostel, said that he saw the defendant trying the door of Mr. Veloso's room on the 28th. The defendant came along and asked the boy if he had seen Veloso about. Witness replied that Mr. Veloso had gone home.

The defendant: Did you see me carry anything under my coat?

Witness: No, I did not.

Serjt. Murphy said that on searching the defendant at the Police Station \$58.91 were found in his possession. The defendant said that \$30 had been sent to him by his father from Manila, the other \$28 he had recovered from his guardian in Hongkong.

Mr. Veloso: I saw you buy two bottles of scent at \$12 per bottle. How do you still have \$28 in your possession?

Defendant: You don't know what money I have received since by mail. The defendant submitted to the Magistrate that nothing had been proved against him. It was purely a case of suspicion.

The Magistrate dismissed the charge of stealing the money and valuables preferred against the defendant, but ordered two months' imprisonment under the second and third counts of stealing the rackets.

### DUTCH FOREIGN POLICY.

CONSTITUTIONAL AMENDMENT.

The Hague, November 15th. The Second Chamber of the States-General, on the resumption of the debate on the revision of the Constitution to-day, accepted an amendment moved in the name of the Social Democrats requiring the Sovereign to endeavour to settle disputes with foreign Powers by referring them to arbitration or by other pacific means.

It is also provided that a declaration of war by the Government must in future receive the ratification of the States-General.—*Reuter*.

### EASTERN TELEGRAPH COMPANY.

The report to Dec. 31st, 1920, shows that the revenue amounted to \$2,381,855, less \$1,029,057 ordinary expenses, and \$1,352,798 expenditure relating to maintenance of cables, income and war taxes, etc., leaving \$1,332,072. After providing for home taxation, interest on mortgage debenture stock, and preference dividends, which absorb \$274,014, there remains \$291,057, and \$216,085, 13s. 4d. brought in, making available \$1,338,140. The Directors place \$300,000 to the general reserve and \$100,000 to maintenance of ships fund. Three interim dividends, 2 1/2 per cent. each and final dividend, 2 1/2 per cent., have been paid on ordinary stock amounting to \$400,000, or 10 per cent. on the free. There has also been paid dividend tax free on new ordinary shares amounting to \$18,681. A balance of \$216,475 is carried forward. An expenditure of \$1,478,088 has been incurred in respect of new cables, and \$1,000,000 charged to capital expenditure. The balance of \$278,088 being charged against the general reserve fund. This fund has also been debited with \$201,021 for partial renewal of main line cables, etc., \$27,048 loss on sale of investments, and \$250,000 further provision on investment fluctuations. The balance of the fund is \$2,217,930.

### PREPAID "WANTED" ADVERTISEMENTS.

Let us be lying at this Office to:

Box 06, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

ENGINE DRAUGHTSMAN WANTED. Immediately for Rebuilding Yard on China Coast. State terms and experience. Box 01, c/o Daily Press Office. [118]

FOR SALE or TO LET.—The residence "Kensington" Mount Kait, The Peak. Area 123,456 sq. ft. Possession 1st January 1922. Apply Box 02, c/o Daily Press Office. [119]

TO LET.—From January 1st in good locality on Peak. Two furnished ROOMS with board. Married Couple preferred. Apply to Box 03, c/o Daily Press Office. [120]

FOR SALE—"OLDSMOBILE" CAR.—8 cylinder 7 seater. First class condition. Apply to Box No. 04, c/o Daily Press Office. [121]

FOR SALE.—One 7 passenger Chandler MOTOR CAR. perfect condition. Owner Ed. Colony. For particulars, apply Box No. 05, c/o Daily Press Office. [122]

FOR SALE.—Two Circular Steel Tanks built in 1919 by the Hongkong and Whampoa Dock Company. Capacity Five Tons. Length 10 feet. Diameter 5 feet. Apply to DOUGLAS STEAMSHIP CO., Ltd., 20 Des Voeux Road Central. [123]

TO LET. Floors in the New Bank Building, 4, Des Voeux Road Central. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [124]

"FREE of CHARGE" for DEVELOPING FILMS. Prompt return. A. TACK & CO. [125]

A. G. DA ROCHA. AUCTIONEER, SUBVEYOR AND GENERAL BROKER. No. 24, D'Almeida Street, Telephone No. 2332. WEEKLY AUCTIONS. TUESDAYS: MISCELLANEOUS GOODS. THURSDAYS: VALUABLE HOUSEHOLD FURNITURE. SATURDAYS: EXCELLENT HOUSEHOLD FURNITURE. [126]

MITSUBISHI SHOJI KAISHA LTD. (MITSUBISHI TRADING CO., LTD.) COAL, GENERAL IMPORTS AND EXPORTS. Sole Proprietor of Coal Mines of TAKAHAMA, OCHI, MURAH, KIMURA, YOSHIMOTO, HIGO, NAKAMURA, SATO, SHINOHARA, KANADA, KAMITAMADA, BIRAI & OTSUKA. Agents for SAKIT Coal. Head Office: TOKYO. [127]

Branches and Representatives: NAGASAKI, KANAGAWA, YAMAGUCHI, KANSAI, KURE, KOBAYASHI, TOSHIKUNI, NAGATA, YOKOHAMA, TOKYO, HAKODATE, MURAHARA, OCHI, YAMAGUCHI, KIMURA, SHINOHARA, KANADA, KAMITAMADA, BIRAI & OTSUKA. Cable Address: IWAKITSUBAI. [128]

Codes: A-1, A.R.C. 5th Ed. Western Union and Bantley's. Agency for: The Mitsubishi Marine and Fire Insurance Co., Ltd. The Osaka Marine and Fire Insurance Co., Ltd. For particulars apply to: KOMURA, Manager, 14 Pedder Street, Hongkong. [129]



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for this afternoon.

## QUESTIONS.

The Hon. Mr. H. E. Pollock, K.O., has given notice of his intention to ask the following questions:—

1.—In view of the following statement, which occurs at the end of Section 1 of the recently published Census Report:

"The number of floors in Hongkong and Kowloon occupied by Chinese has increased, in the last 10 years, by 7,117, which at 10 persons per floor, a fairly high average, affords accommodation for 106,755 out of a total increase of 187,398 in the Chinese urban population; thus leaving a large portion of the increase to find accommodation in houses already fully occupied in 1911"; will the Government state how many floors in Chinese tenement houses have been made available for occupation

(i.) in Hongkong;

(ii.) in Kowloon

since the Census was taken?

Will the Government also state to what extent further floors in tenement houses are likely to be available for occupation during the first half of 1922?

2.—In view of the above quoted statement in the Census Report, and with the object of securing the provision of sufficient accommodation for Chinese workmen, without overcrowding, will the Government obtain from the Director of Public Works and lay upon the table of this Council a report as to the cost of the erection by the Government of tenement house for 100,000 Chinese workmen upon the land at Hungshing which was formerly occupied by MacDonald's ship yard or upon other land in that neighbourhood?

## ORDERS OF THE DAY.

The business includes the second reading of the Bill intituled An Ordinance to facilitate the reciprocal enforcement of judgments and awards in the Colony of Hongkong and in other parts of His Majesty's dominions and in certain other territories.

## SALE OF CROWN LAND.

Four lots of Crown Land were put up for public auction at the Public Works Department Offices, yesterday. There was a good attendance of prospective buyers and two of the four lots offered realized good figures. A Kowloon Island lot (No. 1440), Coronation Road with an area of 4,185 sq. feet was purchased by Mr. Li Koon Chun for \$19,500, the upset price being \$8,378. Another Kowloon Island lot (No. 1441), situated at the junction of Pak Hoi Street and Canton Road, was purchased by Messrs. Chan Kwok Shing and Lee Wai Yip for \$23,700. This lot has an area of 8,800 sq. feet, and the upset price was \$25,500. The other two lots were sold at the upset prices of \$1,400 and \$1,018 respectively. The first mentioned—a rural building lot in Lugard Road—was purchased by Mr. N. L. Watson, manager of the Asiatic Petroleum Co. as a site for house for staff; the second mentioned—a garden lot on the New Road from Bowen Road to Wanchai Gap—was purchased by Mr. Lau Yik Cheuk.

All four lots were sold on a 75 years term of lease, with the option of a renewal at a Crown rent on the expiration of the agreement.

## IMPUDENT THEFT AT Y.K.K. MESS.

## SMART CAPTURE BY POLICE.

On Boxing Day, in the early evening, an impudent theft was committed on the premises of the Yamashita-Kisen Kaisha Mess at 6 and 7, Bowen Road. Several private rooms of the mess were ransacked and two gold watches and chains, two gold wristlet watches, a platinum diamond ring and \$300 in notes were stolen. When the theft was discovered one of the mess coolies was found to be missing. The police were informed and Sub-Inspector Grant set a watch on all local out-going steamers. The same evening shortly after 9 o'clock the suspected mess coolie attempted to board the "Canton boat." He was arrested and searched. All the stolen property was found in his possession with the exception of some \$200; this he had used to pay his debts and to buy some clothing. The ring was found hidden in the sole of his sock. The man was charged with the theft before Mr. Lindell at the Magistrate's yesterday. He admitted the theft and was sent to prison for six months with hard labour.

In connection with the same offence two other men were charged at the same Court, one with ordering the mess coolie to commit the felony and the other with receiving \$15, knowing it to have been stolen property. As no evidence was offered against the first defendant he was discharged. The second defendant admitted receiving the money, but denied all knowledge of the theft. He told Mr. Lindell that the mess coolie had given him the money to pay a debt at West Point. Mr. Lindell did not credit his story and ordered him to be sent to prison for three months.

## THE BUSINESS CENTRE FOR HAWKERS.

A man summoned at the Magistrate's yesterday, for hawking without a licence told Mr. Lindell that he lived at Causeway Bay, but hawked his goods at West Point.

Mr. Lindell: Why don't you hawk near home; it would be more comfortable for you!

The Hawker: Oh, the business is very poor at Causeway Bay; there is much more business at the West Point.

## THE TRAFFIC IN ARMS.

## RISES THAT A CARGO BOAT MISTRESS TOOK FOR TEN DOLLARS.

On a large cargo boat in Yauwai Bay were found, the other day, 32 mauler pistols, 2,400 rounds of ammunition and 1,800 lbs. of loose opium. The mistress of the boat was charged before Mr. Wood at the Magistracy, yesterday afternoon, with unlawful possession.

Evidence of a raid had already been given by Inspector Murphy at a previous hearing.

Mr. A. E. Hall, who defended, said his client's story was that two men offered her \$10 to take charge of some parcels of opium for a time. She did not know the parcels also contained ammunition and revolvers. "To the first charge I shall have to plead guilty," said Mr. Hall, "and not guilty to the second charge" (the arms). Mr. Hall added that Inspector Murphy had said that the arms, ammunition and opium were all in parcels and that it was difficult, if not impossible, to tell what they contained.

No, objected the Magistrate, "he did not say that. The evidence was that most of the arms were packed in paper parcels, but some of the mauler pistols were exposed when found."

The Court then watched Inspector Murphy turn out on to the table, one by one, the supposed parcels of opium; they came down with a resounding thud and some of them had the shape of pistols.

"These parcels are not opium, are they?" remarked the Magistrate when all 32 pistols and the boxes of ammunition had been set out in array.

Inspector Murphy, cross-examined, said the parcels were "just like that" when found and three pistols were uncovered. "I am inclined to think," said the Magistrate, "that a plea of guilty to the first charge almost necessarily involves a plea of guilty to the second. At any rate, it involves a conviction," he added.

The cargo boat mistress, Kwok Foo, then gave evidence. To the Magistrate she declared "she knew nothing about it," but, recognising Mr. Hall as a friend she was a little more communicative in answer to his questions. Still, the story with which her solicitor opened had to be dragged out of her piece-meal and it seemed to lose something in the telling.

"Stand down," said the Magistrate, without further parley, when she had finished. "The woman must clearly be convicted on both charges," the Magistrate said. A local Ordinance provides that in circumstances such as these a vessel of 15 tons, or under, may be confiscated. Magistrate, solicitor police inspector and interpreter engaged in arithmetical calculations of "pounds (avoirdupois), catties and piculs and decided that this boat was well outside the 15 tons limit and so was not liable to forfeiture.

Then there remains the personal penalty," said the Magistrate, grimly. "You are convicted," he told the woman, "of being in possession both of the opium and of the arms. Either is a serious offence by itself: if I believed you were more than a fool in the hands of other people I would impose two heavy sentences to run consecutively. As it is, I propose to impose the highest sentence of imprisonment in respect of each charge but to make them run concurrently so that you will serve a sentence of twelve months altogether. The opium and arms are confiscated."

The prisoner's chief concern was her boat more than the sentence. "Give me back my boat," she entreated as she retired to spend 1922 as a guest of the Colony. Her relatives meanwhile will no doubt earn a nice little nest egg for her against the time of her release; it seems a pity that the boat's takings will not contribute to her maintenance at His Majesty's Hotel.

## VALID NOTICE TO QUIT.

## CASE UNDER THE RENTS ORDINANCE.

A Rents Ordinance case was heard by Mr. Justice Gompertz in the Summary Court, yesterday, when the point under discussion was "a valid notice to quit."

Mr. C. A. S. Russ, for the landlord, claimed that his client had fulfilled the proviso of the Rents Ordinance in giving three months' notice to quit and notifying his intention to build a new dwelling house.

Mr. F. G. Vaux, for the tenants, claimed that, as new plans had been made, the tenants were entitled to new notice to quit. All he was asking for was a valid notice and if the plaintiff would meet the defendants by giving another notice, the latter would meet the landlord's wishes in every way possible.

His Honour reserved judgment.

## FEWER C.M.S. MISSIONARIES.

A statement has been issued from the Church Missionary House, Salisbury Square, on the present position of the society and its finances. The present crisis, it appears, is not due to any diminution in contributions, the income last year having been 45 per cent. above the average of the five pre-war years, but to the increased cost of the work and loss on exchange. The same work is now costing 75 per cent. more than in pre-war years. The committee have accepted a budget for 1922-23 of £240,000, a figure £20,000 in excess of last year's income. The reductions to be made include the cutting down of passages each way by one-third; the number of missionaries to be automatically reduced by sending out one for every two that come off the roll; the reduction of grants for native agencies, travelling, etc., by 17 per cent.; the suspension of building grants; and the expenditure of £10,000 less on collection and administration of funds at home. Other steps, restricting the amount spent in training candidates together with the foregoing, reduce the budget, which would normally be about £230,000 to £240,000.

## SPORT.

## CRICKET.

## THE TRIANGULAR TOURNAMENT.

## ARMY &amp; NAVY.

After winning the first match of the Christmas and New Year Triangular Tournament against the Hongkong Club by the narrow margin of 12 runs the Army entered the second of the two day fixtures yesterday morning with the Navy as opponents.

The Army won the toss and elected to go in first, Capt. Oliver and Capt. Davies starting the batting. Their partnership produced 107. Both played vigorous cricket and Capt. Davies' 88 included a splendid six off Com. Wood. Capt. Spinks carried out his bat for 57, and most of the other players for the side made double figures.

The Army were all out early in the afternoon for 271. The outstanding feature of the bowling was Commander Stevens' over just before the tiffin bell rang. In this over, which was a maiden, he took two wickets.

Lt. Com. Jotham and Lieut. Franks went in first for the Navy. Lieut. Com. Jotham had extremely hard luck in not securing a century. He was caught in slips by Major Edwards shortly before stumps were drawn. His 75 included ten boundaries and he gave no chances. The remaining batsmen did not rise in the occasion and, at the conclusion of the day's play, the Navy had run up 173 for the loss of nine wickets. Mid. Hayter and Lieut. Beatty were commencing to hit strongly when the bell went. The bowling honours on the day's play rest with Lieut. McDonald, who performed the hat trick, bowling Lieut. Franks, Lieut. Com. Stevens and Lieut. Stewart with three successive balls. Scores:—

## THE ARMY.

Capt. Oliver, run out	48
Capt. Davies, c and H. Hayter	59
Lieut. Beatty, b Beatty	7
Capt. Spinks, b Crole-Rees	57
Major Bagnall, b Wood	10
Major Edwards, c Franks, b Stevens	5
S. Sgt. Redpath, c Crole-Rees, b Stevens	0
Major Tomlinson, c Crole-Rees, b Stevens	11
Lieut. McDonald, c Wood, b Crole-Rees	18
Bdr. Baker, run out	12
Cpl. Barton, not out	18
Extras	27
Total	271

Fall of wickets: 1-112, 2-112, 3-133, 4-149, 5-169, 6-169, 7-186, 8-241, 9-249, 10-271.

## Bowling Analysis.

Beatty	33	5	58	1
Hayter	34	1	52	1
Crole-Rees	12	0	57	2
Skinner	4	0	15	0
Wood	8	0	49	1
Stevens	15	2	13	3

## NAVY (Still batting).

Lt. Com. Jotham, c Edwards, b Baker	75
Lieut. Franks, c Oliver, b McDonald	18
Lt. Com. Stevens, b McDonald	0
Lieut. Stewart, b McDonald	0
Lt. Com. Greig, c Edwards, b Davies	12
Com. Wood, b Davies	9
Lieut. Skinner, c Spinks, b Purton	1
Lieut. Crole-Rees, b Purton	7
Lieut. Com. Douglas-Hamilton, b Baker	11
Mid. Hayter, not out	8
Lieut. Beatty, not out	12
Extras	27
Total (for nine wickets)	173

Fall of wickets: 1-42, 2-42, 3-42, 4-55, 5-66, 6-68, 7-102, 8-152, 9-155.

## FRIENDLY MATCH.

## MR. G. HALL'S XI. v. KOWLOON 2ND XI.

Played at King's Park, Kowloon, on Tuesday, this friendly match resulted in a draw. On the first innings the visitors gained a distinct advantage and declared at the eighth wicket with a lead of 100 runs. S. H. Ismail scored a century and carried out bat for 102. C. J. Stapleton topped the score for Kowloon's first innings with 43. Omar and Arculli bowling for Mr. Hall's side did good work, taking 3 wickets for 22 and 5 wickets for 35 respectively.

Kowloon improved their position in the second innings and when stumps were drawn they had scored 152 runs for the loss of 4 wickets. Scores:—

## KOWLOON.

C. J. Stapleton, b Omar	43
A. O. Brown, b Arculli	4
F. E. Lawrence, b Arculli	12
F. G. Thompson, c and b Arculli	0
L. J. Blackburn, c Ismail, b A. A. Rumjahn	1
F. G. Herdridge, l.b.w. b Omar	22
F. Stalker, c Ismail, b Ng Sze Kwong	7
F. Evelyn, c A. H. Rumjahn, b Omar	4
H. Overy, b Arculli	4
E. J. Edwards, not out	4
E. F. Spinks, c Ng Sze Kwong, b Arculli	0
Extras	19
Total	152

## Bowling Analysis.

U. Omar	0	2	28	2
A. Arculli	11	2	36	5
A. A. Rumjahn	5	0	36	1
Ng Sze Kwong	4	1	15	1

## MR. G. HALL'S XI.

S. Ismail, c Lawrence, b Spinks	17
C. Chen, c Thompson, b Spinks	1
A. A. Rumjahn, b Herdridge	0
Brown	10
Ng Sze Kwong, b Spinks	36
S. H. Ismail, not out	102
A. H. Rumjahn, b Stalker	3
A. Arculli, c Thompson, b Stalker	0
G. A. V. Hall, c Lawrence, b Evelyn	38
U. Omar, c Stapleton, b Lawrence	13
W. M. Gittins, not out	4
Extras	10
Total (for 8 wickets, dec.)	223

## Bowling Analysis.

J. Stalker	20	3	69	2
E. F. Spinks	12	3	39	5
A. O. Brown	6	0	35	1
H. Overy	7	1	29	0
F. E. Lawrence	5	1	30	1
F. Evelyn	7	0	32	1

## KOWLOON.

F. G. Thompson, not out	47
E. J. Edwards, c Ng Sze Kwong, b Omar	8
F. E. Lawrence, c and b Omar	1
J. Stalker, l.b.w. Omar	13
E. F. Spinks, c Jix, b Rumjahn	16
C. J. Stapleton, not out	29
Extras	10
Total (for four wickets)	123

## Bowling Analysis.

A. Arculli	0	1	20	0
U. Omar	5	0	20	3
A. A. Rumjahn	5	0	24	1
Ng Sze Kwong	11	1	32	0
F. H. Ismail	3	0	7	0

## FOOTBALL.

## CHARITY MATCH.

## THE SERVICES v. CHINESE.

This match was played on the Club ground on Tuesday last and ended in a win for the Chinese by one goal to nil.

The teams turned out as follows:—  
The Services: Mitch, Burke and Thomson; Parker, Lelliott and McClurg; Hill, Townsend, Grant, Harris and Amor.

Chinese:—Lau Hing Cheung; Fung Tai and Chan So; Cheung Wing Shing, Leung Tai Feng and Leung Yak Tong; Chui Kwong Yeung; Ip Kau, Wong Pak Chong, Kwok Po Kan and Lau Yik Chong.

Thousands of Chinese lined the ropes and the stand was well patronised by Chinese ladies and gentlemen when Mr. Wong Kam Ying, President of the South China Association started the ball rolling for the Services. The Services opened well but lacked combination and Chan So cleared. Ip Kau ended up by shooting over the bar from close range. Mitch picked out the ball from under the bar following a free kick by Cheung Wing Shing for hands against the Services. Mitch saved well in goal from Wong and Kwok Po Kan and Lelliott at the other end sent in wide of the mark. Mitch saved after Thomson and Burke had mis-kicked and shortly after Townsend had to leave the field following a kick on the instep. Thomson stopped Wong and sent Harris away the latter giving to Amor who sent over a long shot, Lau clearing. The Services lost a good chance to take the lead for Grant was slow to clear.

Half-time score sheet blank. Resuming, the Chinese took up the attack and Mitch saved well from the right. After a flying visit to the other end the Chinese returned and Ip Kau sent in a long shot that struck the cross-bar and rebounded out of play. The Chinese pressed and after shots from Kwok Po Kan and Wong Pak Chong had been cleared, Ip Kau receiving from the left beat Mitch with a ground shot the goalie falling in an attempt to reach the ball as it passed him on the way to the net. The Services being one down took up the attack and forced a corner and Amor dropped in the goal mouth the Chinese clearing. Townsend who went out on the wing was limping badly and although he had several good chances, he failed from close range. Another good chance for the Services was not taken advantage of, for a free kick within the yard of the penalty area was badly directed and the Chinese cleared. Just before the close Hill missed from the centre by Amor by heading in wide. The Chinese got away from a free kick for a foul by Parker and off-side against Ip Kau close in prevented the Chinese adding to their score. The game ended in a win for the Chinese by the only goal scored. The Services front line lacked combination and they were handicapped through the injury to Townsend early in the game. The receipts from the match amounted to \$400, part of which will be devoted to the Yung Tai disaster fund. The South China A.A. arranged seats inside the ropes and charged 50 cents a head.

## SPORTS TROPHY FOR BRITISH CHINA SQUADRON.

## A GIFT FROM THE BRITISH ASSOCIATION OF JAPAN.

Some time ago the idea was mooted, and promptly taken up by the British Association of Japan, to present to the British China Squadron a trophy for competition by vessels of the squadron in some sporting event, as a mark of appreciation from British residents of the work done by the Navy during the war.

The Association appointed a sub-committee to take up the work and solicit subscriptions, with the result that up to the present the amount received or promised from Yokohama, Tokyo and Kobe is slightly over £1,400.

The Commander-in-Chief of the Squadron has been communicated with as to the character of the trophy, says the Japan Gazette, and preference has been expressed for a cup of English design and make. The order is, therefore, being placed with Messrs. Mappin and Webb, of London.

The Cup will be competed for at the annual regatta of the Squadron, points being awarded to each ship whose crews compete in a rowing event.

## LANE, CRAWFORD &amp; CO.

## ENGLISH SILK WIDEN TIES.

## BOW TIES &amp; KNITTED TIES

## OF ALL THE LATEST SHADES.

## WIDEN TIES

## 2.50 to

## 4.50

## BOW TIES

## 1.50

## SOCKS

## OF ALL THE BEST MAKES

## IN VARIOUS PLAIN &amp; FANCY

## COLOURINGS

## SPECIAL OFFER BLACK CASHMERE

## \$1.50 per pair

## LANE, CRAWFORD &amp; CO.

## SHERWOOD'S RYSTOLITE

## THE IDEAL ENGLISH WHITE ENAMEL

## Sold in quarts, 1 and 1 gallon tins

## THE ENAMEL THAT WON'T TURN YELLOW.

## LANE, CRAWFORD &amp; CO.

## HONGKONG.

## Tel. 1741.

## NEW MUSIC

## JUST ARRIVED

## MY CAROLINA ROSE WALTZ

## HAWAIIAN CHIMES

## SAY YOU'LL BE MINE

## O-H-I-O ONE-STEP

## SUNSHINE

## SUNNY TENNESSEE FOX-TROT

## I WANT MY MAMMY

## YOO-HOO

## NOBODY'S BABY

## MOLLY ON A TROLLEY

## ANDERSON'S

## Wm. Powell

## TELEPHONE 3146

## WOOL

## UNDERWEAR and HOSIERY.

## SOCKS

## Smart new designs and plain

## colours in CASHMERE and WORSTED.

## UNDERWEAR

## All weights and sizes in LLAMA and CASHMERE

## in DRAWERS

## VESTS

## DRESSING GOWNS.

## TRAVELLING RUGS, SWEATERS, SCARVES, GLOVES, etc.

## AGENTS FOR "JAEGER" AND "THERIA" RPE



## NEW ADVERTISEMENTS

## BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY 2nd January, 1932, Hongkong, 28th December, 1931. [1785]



## NOTICE

THE Public are hereby reminded that PRIVATE JINRICKSHAS, CHAIRS and their Drivers are due for RE LICENSING on January 1st, 1932.

E. D. C. WOLFE,  
Captain Superintendent of Police,  
Hongkong, 28th December, 1931. [1777]



## IMPORTS AND EXPORTS OFFICE.

MEMBERS of the Public are hereby notified that all duty-paid European Liquors (except Beer, Stout and Cider) on sale in Hongkong will, after 1st January, 1932, bear across their cork labels signifying that duty has been paid. They are requested to ensure that such labels are on opening broken in such a manner as to prevent their irregular use a second time.

N. L. SMITH,  
Superintendent,  
Imports and Exports  
Hongkong, 28th December, 1931. [1894]

## ROYAL HONGKONG GOLF CLUB.

A MIXED FOURSOMES COMPETITION will be held on MONDAY AFTERNOON, 2nd January, on the NEW COURSE, Fanning. Post entries. Entrance fee—\$1 per pair. Competitors choose their own partners.

The Competition will be against BOBBY, 3/4 of half combined handicaps allowed. Strokes taken as per card. Men drive from 1st tee. [1778]

## NOTICE

## JOSEPH BROS.

NOTICE IS HEREBY GIVEN that in consequence of ill health I have closed the Office formerly carried on by me at 5, Des Voeux Road Central, under the style or firm name of JOSEPH BROS. All communications and correspondence regarding the firm should be addressed to me c/o THE HONGKONG HOTEL until further notice.

EDWARD M. JOSEPH,  
Hongkong, 29th December 1931. [1880]

## DIOCESAN BOYS' SCHOOL, HONGKONG.

ENGLISH NEW YEAR HOLIDAYS—MONDAY and TUESDAY January 3rd and 4th, 1932.

Term ends on TUESDAY, January 17th, 1932, at Noon.

Next Term begins on MONDAY, February 15th, 1932, at 8.50 A.M.  
Examinations for New Boys will be held on Saturday February 11th, 1932, at 10 A.M.

W. T. FEATHERSTONE,  
Headmaster. [1894]

## STREUTHERS &amp; DIXON, (INC.)

## NOTICE TO CONSIGNEES.

## S.S. "WEST JENA"

From SAN FRANCISCO.

THE Steamship

Having arrived from San Francisco via ports, on December 28th, 1931. Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of Hon-Shan Godown Co., Yau-mat, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Jan. 4th, 1932, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after Jan. 4th, 1932, will be subject to rent.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STREUTHERS & DIXON, INC.,  
Agents for  
Div. of Opr. U.S.S.R. Emergency Fleet Corps  
Hongkong, 28th December 1931. [1961]

## NOTICE TO CONSIGNEES.

## The Steamship "CILLICIA"

From TRIESTE, VENICE, BRINDISI, ADEN, PORT SAID, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 23th Inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before the 13th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, December 28th, 1931. [1883]

## INTIMATIONS

## HONGKONG HOTEL.

## NEW GRILL ROOM.

THE usual TEA and DINNER DANCING will NOT be held on FRIDAY, 30th DECEMBER. [1939]

## THEATRE ROYAL.

## Under The Patronage of LADY STUBBS.

## "THE FAIRY CHAIN"

THURSDAY, December 29th.

MAINEE 5 P.M.

TUESDAY, January 3rd.

## GALA PERFORMANCE 9 P.M.

By Kowloon Children. "In aid of Children's Charities at Home."

Booking at Mouton's.

Prices: Maines, \$1.50 Children \$1.

All parts houses.

Prices: Gala Performance: \$3, 2, 1.

1974

## NOTICE

I HEREBY GIVE NOTICE that I have on the 23rd day of December, 1931, become the Purchaser of the entire interests of GRAY & Co. of No. 36 Stanley Street ground floor.

Victoria Hongkong Importers and Exporters, Shipping and Commission Agents, Electrical and Mechanical Contractors, Building Contractors and Wig Makers and that I will henceforth carry on the said business at the same place under the style of firm name of the GRAY & Co., and that the interest of Messrs. LAI HO SHAN (黎海山) LAI MAN WAI (黎民偉) and AU TAT CHUN (區達泉) the previous owners of the said business has as from the 23rd day of December 1931 absolutely ceased and terminated.

All debts due and owing from GRAY & Co. prior to the sale to me will be paid and settled by LAI HO SHAN, LAI MAN WAI and AU TAT CHUN.

Dated the 24th day of December, 1931. [1986]

PUN U YING. (潘汝英)

## HONGKONG HOTEL CO., LTD.

## REPULSE BAY HOTEL.

## NEW YEAR'S EVE, SATURDAY,

DECEMBER 31st, 1931.

THE JAZZ BAND of the "SILVER STATE" will render special Jazz Music for the FANCY DRESS BALL on NEW YEAR'S EVE.

## NEW GRILL ROOM.

A DINNER DANCING will be held at the HONGKONG HOTEL NEW GRILL ROOM on NEW YEAR'S EVE (Saturday 31st December, 1931).

## REPULSE BAY HOTEL.

A SPECIAL Tiffin will be served on NEW YEAR'S DAY.

Sunday, 1st January, 1932.

The Hotel Orchestra will be in attendance, and bookings may be made either at the REPULSE BAY HOTEL or at the HONGKONG HOTEL MAIN OFFICE. [1963]

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

PAYMENT OF FINAL DIVIDEND ON SHARES FOR THE YEAR ENDING 30th JUNE, 1931.

JUNE, 1931.

THE BOARD having declared a FINAL DIVIDEND of 12% (Twelve per cent), free of Income Tax, for the year ending 30th June, 1931, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 19 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

THE RUSSO-ASIATIC BANK.

THE BANQUE BELGE POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels, as the holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER.

KAILAN-MINING-ADMINISTRATION [1933]

## "BEN" LINE STEAMERS LTD.

## NOTICE TO CONSIGNEES

From ANTWERP, MIDDLEBRO, LONDON AND STRAITS.

## The Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th Jan. 1932 or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, December 23rd, 1931. [1960]

## NOTICES TO CONSIGNEES

## VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

## HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

## NOTICE TO CONSIGNEES

FROM AMSTERDAM, HAMBURG, BREMEN, GENOA AND MANILA.

## THE Steamship

"RADJA"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st Jan. 1932, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 31st Dec. 1931, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Underwriter in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hongkong, January 25th, 1931. [197]

## NIPPON YUSEN KAISHA

## NOTICE TO CONSIGNEES

FROM EUROPE AND STRAITS.

## THE Company's Steamship

"SADO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 3rd January 1932, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON-YUSEN-KAISHA, Agents.

Hongkong, Dec. 29th, 1931. [1970]

## "GLEN" LINE LIMITED.

## NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

## THE Motor Vessel

"GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 3rd Jan. 1932, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on 3rd Jan. 1932, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, December 28th, 1931. [1874]

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"EGYPT"

Arrived Hongkong on Dec. 27th, 1931.

FROM ANTWERP, LONDON, PORT SAID, ADEN, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, December 31th, 1931. [1972]

## SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories for Seamen. Despatching.

## INTIMATION

## AT

## WATSON'S

You will experience no difficulty in making choice of suitable articles for the FESTIVE SEASON.

The choicest selection of PERFUMES from the best London, Parisian and American Houses—in elegant bottles and handsome cases.

## WATSON'S YE OLD ENGLISH

## LAVENDER WATER;

## "SILVER BELL"

## EAU DE COLOGNE

in special and Silver mounted bottles.

## SILVER-MOUNTED AND PLATED

## GOODS.

## MANICURE SETS, GILLETTE &amp;

## AUTO STROP RAZOR SETS,

## MIRRORS etc etc.

## CONFECTIONERY of the finest

quality, including:

## FOSS (Boston U.S.A.)

## CADBURY &amp; Co's CHOCOLATES

## FRY'S

in fancy artistic boxes &c. &c.

## WINE AND SPIRIT DEPART-

## MENT. The finest brands of

## Wines, including Champagne de

## St. Marceaux, Fine Old Ports

## and Sherris, Very Old Liqueur

## Brandy, Liqueurs of all kinds

## Watson's Celebrated "E" Whisky

## etc. etc. etc.

## Special cases put up to order.

## A. S. WATSON &amp;

## CO. LTD.,

## Alexandra Buildings.

## BIRTHS.

COURTNEY.—At Nanking, on December 21st, to Mr. and Mrs. G. N. COURTNEY, a daughter.

MERRILL.—At Shanghai, on December 21st, to Mr. and Mrs. HENRY F. MERRILL, a daughter.

PASSIKIDES.—At Shanghai, on December 21st, to Mr. and Mrs. C. J. PASSIKIDES, a son.

THOMPSON.—At Shanghai, on December 18th, to the wife of Mr. J. A. THOMPSON, a son.

## MARRIAGE.

BRIDON-FABRELL.—At Nanking, on December 16th, W. BRIDON to Mrs. J. FABRELL.

## DEATHS.

ALEXANDER.—At the Isolation Hospital, Shanghai, on December 21st, ALBERT McBERTH ALEXANDER, aged 27 years.

KNIGHT.—At the Isolation Hospital, Shanghai, on December 20th, ERNEST MAY, the beloved wife of W. KNIGHT (C. M. Customs), aged 38 years.

REMEDIOS.—At the Isolation Hospital, Shanghai, on December 22nd, JOSE MARIA DOS REMEDIOS (LUPAS), in his 22nd year.

ROBINSON.—On 28th December, 1931, at the Peak Hospital, GEORGE JAMES ROBINSON, aged 37 years. Deeply regretted. [1935]

## ACKNOWLEDGMENT.

Capt. and Mrs. R. INNES, thank their friends for their sympathy and floral offerings during their bereavement. [1973]

HONGKONG OFFICE: 10A, DES VOUEX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 29th, 1931.

## THE FUTURE OF THE

## SUBMARINE.

It is astonishing to see what little support the British proposal for the abolition of the submarine has received in the Conference at Washington. Mr. BALFOUR's argument was that "the use of submarines, whilst of small value for defence purposes, leads inevitably to acts inconsistent with the laws of war and the dictates of humanity," and "the British delegation desired that united action by all nations should forbid their maintenance, construction, or employment. It is obviously a question that cannot be definitely settled by the few Powers represented at the present Conference, though they are the strongest Naval Powers of the world, but their endorsement of the British proposals could hardly fail to carry the support of

every other maritime nation of the world when all nations came to be invited to a conference to finally decide the question. Such support, however, is evidently lacking, on the part of Governments.

Some weeks ago the *London Daily Telegraph*, urged the outlawing of submarines and said: "If the voices of the peoples of the world could be heard, we are in no uncertainty as to what the overwhelming verdict would be." These sentiments were re-echoed in some of the American papers, notably the *New York Times*, which pointed out that if submarines are to be retained, international law will have to be changed for the worse.

Visit and search are required by international law when a warship overhauls a merchantman. A prize crew must be put on board, and the captured ship taken to a port where a Prize Court sits to pass sentence upon her. Destruction of the ship is allowed under certain conditions, but, says OPPENHEIM: "The captor must remove crew, ship papers, and, if possible, the cargo, before the destruction of the prize, and must afterwards send crew, papers and cargo to a port of a Prize Court for the purpose of satisfying the latter that both the capture and destruction were lawful." The captor is responsible for the safety of crew and passengers. These are the general requirements of international law, which regards humanity as of far more importance than the cargo of the ship seized.

Either these general requirements will have to be scrapped or the submarine must go. President Wilson declared in his note of May 13th, 1915, to Germany upon the torpedoing of the *Lusitania*: "It is practically impossible for the officers of a submarine to visit a merchantman at sea and examine her papers and cargo. It is practically impossible for them to make a prize of her; and, if they cannot put a prize crew on board of her, they cannot sink her without leaving her crew and all on board of her to the mercy of the sea in her small boats."

Manifestly, submarines cannot be used against merchantmen, as the last few weeks have shown, without an inevitable violation of many sacred principles of justice and humanity.

When we see the solicitude of nations like France, Japan, and even the United States for the retention of submarines at the high tonnage level mentioned in the American proposals for the reduction of armaments, the question forces itself upon public attention as to whether these Powers are prepared to countenance the abrogation of that international law which the United States avowedly joined in the Great War for the express purpose of maintaining. After the experience of the war against Germany no person should be misled by talk about the submarine being purely a "weapon of defence." It was in that way that Germany first talked about the submarine, and we all know the uses to which this "weapon of defence" was applied. It became Germany's most powerful weapon of offense. Well may it be asked, if the submarine is retained, what assurance can there be that another nation at bay will not use



## CABLES.

LATEST CABLES.  
(THROUGH EMERALD'S AGENCY.)THE PRINCE IN INDIA.  
MOST HISTORICALLY INTERESTING  
EVENT OF THE TOUR.

LONDON, December 28th.

The opening of the Victoria Memorial on Calcutta Maidan took place this morning with great spectacular pomp. The Prince of Wales performed the most historically interesting event thus far in the Indian tour. The superb building is held only as second as an architectural gem to the Taj Mahal, the marble used coming from the same quarry at Nakrana. In Italian renaissance style, its symmetrical distribution of domes, facades and sculptural ornaments gives it a distinct Mogul air. Calcutta regards this alabaster-like pile as a valdictory monument to the departed glory of the capital of India. To a fanfare, a salute of 101 guns and the National Anthem played by massed bands the Prince of Wales unlocked the door with a richly-jewelled key presented by Sir Rajendrach Mookerjee, making a tour of this regular valhalla of Indian historic relics. "Everywhere along the routes the Prince received a great reception. Calcutta is quite normal except for decorative splendour and the frequent strains of martial music."

ARRESTED BY BOLSHIEVICS  
ALLEGED BRITISH SECRET  
SERVICE AGENT.

LONDON, December 28th.

It is reported from Constantinople that Mr. John B. Dodge who has been visiting Australia, China and North Persia, investigating trade possibilities, has been arrested by the Bolshievics at Batum, alleging that he is a British secret service agent.

RUBBER PROPAGANDA.  
SHAREHOLDERS ASSOCIATION'S  
COMPREHENSIVE SCHEME.

LONDON, December 28th.

The Rubber Shareholders Association has sent a letter to the Plantation Companies stating that conferences with the Rubber Growers Association have proved abortive and the former therefore proposes a comprehensive propaganda scheme. It requests the companies to provide sixpence per acre.

ROMANTIC MARRIAGE.  
JAPANESE POET WEDS ENGLISH  
DANCER.

LONDON, December 28th.

It transpires that the Japanese poet, Mr. Gonusake Komai, was secretly married to Miss Nora Morgan, daughter of a Sheffield optician, in London, on November 28th. Mr. Komai first saw his bride, who is a well-known classical dancer, when she was playing in "Chu Chin Chow."

## APPOINTED TO SINGAPORE.

LONDON, December 28th.

Mr. Lo Chang, the Chinese Consul-General, appointed to Singapore, is sailing next week.

EARLIER CABLES.  
AMERICA AND RUSSIA.  
RESUMPTION OF RELATIONS  
IMPENDING.

WASHINGTON, December 27th.

It is stated at White House that changes made or pending in the policy of the Soviet Government may bring the resumption of trade relations with Russia.

## SACCO AND VANSETTI.

LONDON, December 27th.

Following the failure of applications for a new trial for Sacco and Vanzetti, the Italian communists convicted of murder, the United States police guards at the American Consulate in Paris have been doubled owing to the fear of renewed communist outrages.

## LATEST CABLES.

WASHINGTON CONFERENCE.  
SUBMARINE PROBLEM MAY BE  
HANDLED LATER.

WASHINGTON, December 28th.

The suggestion that the submarine problem should be left to some future world conference, in view of the difficulties encountered, has gained increased prominence. It is reported that President Harding has stated that negotiations for an enlarged conference are progressing. The belief that land armaments will not be discussed again by the present Conference is confirmed by the news that the Italian as well as the British military representatives are leaving for home.

WASHINGTON, December 28th.

It is understood that the Japanese Delegation may informally suggest to Britain, France and America the drafting of a written agreement that the Pacific Treaty shall not be construed as applicable to the Japanese mainland.

WASHINGTON, December 28th.

The French delegation has received instructions from Paris regarding submarines. The nature of these is not divulged, but it is reliably stated that France declines to accept the American suggestion to maintain the status quo, contending that each country is entitled to say for itself how many defensive craft are needed, having consideration for the length of the home and colonial coast line and thus agreeing with the Japanese standpoint in the sense that neither cares how much such craft the other possesses.

JAPAN AND THE QUADRUPE  
PACT.

In connection with Mr. Shidehara's visit to Mr. Hughes yesterday the opinion is expressed that he may have suggested an exchange of notes clarifying the scope of the Quadruple Pact. It is understood that the Japanese Delegation may suggest informally to Britain, America and France the draft of a written agreement excluding the Japanese mainland from the Pact.

EARLIER CABLES.  
THE FAR EASTERN SUB-COM-  
MITTEE MEETS.

WASHINGTON, December 27th.

The Far Eastern committee's sub-committee has met again after a fortnight's recess. The Chinese delegation considers that a probable outcome of the existing differences concerning the Chinese tariff will be a compromise. They are hopeful of securing agreements granting the requested effective five per cent tariff.

TROUBLE IN EGYPT.  
GENERAL STRIKE PROVES A  
FIASCO.

ALEXANDRIA, December 27th.

The general strike of Government officials arranged to occur here to-day was a fiasco. All administrations except the survey department are working normally. The police have broken up a few small demonstrations.

## ATTEMPTED TRAIN WRECKING.

LONDON, December 27th.

A Foreign Office communiqué says that disturbances continue in Cairo and attempts were made to wreck the railway. A train was derailed on Christmas Day on the Helwan railway. Upper Egypt is quiet, most of the disturbances being in Lower Egypt. Troops have been taken over to Suez and Port Said.

The situation at Tanta has improved since the arrival of British troops. A detachment of Egyptian troops has been sent to certain places and aeroplanes to Assiut. Eight Nile steamers armed with machine guns in charge of naval officers have gone into Upper Egypt and some into Lower Egypt.

DISTURBANCES CAUSED BY  
HOOLIGANS.

CAIRO, December 28th.

The following notice under martial law has been posted up at Suez: "If aeroplanes perceive an assembly they will drop smoke bombs and if the assembly does not disperse they will drop shells and fire machine guns."

The Minister for Education has closed all government schools. The Egyptian Gazette has been suspended for two days for publishing subversive statements likely to impede the military. The vernacular journal *Ishtakal*, lately the organ of Adly's government has likewise been suspended. Apart from two well-known lawyer agitators the majority of the persons recently arrested are hooligans. The Egyptian Mail says the disturbances were mainly the work of hooligans who even attacked Egyptians and is of opinion that a policy of violence on a large scale is unlikely.

## THE BANQUE INDUSTRIELLE.

## WHY M. BERTHELOT RESIGNED

PARIS, December 27th.

The resignation of M. Berthelot was due to the disclosure in the Chamber on December 24th of a telegram from M. Berthelot to M. Casanave in New York on January 22nd stating: "The difficulties of the Banque Industrielle de Chine are going to be settled thanks to the assistance of the French banks. We ask you to give it your moral support by asking American banks to co-operate in the avoidance of difficulties by paying small cheques by accommodation." M. Briand said he had never seen this telegram.

## FRENCH NEWSPAPER COMMENTS.

PARIS, December 27th.

Commenting upon the debates in connection with the Banque Industrielle which culminated yesterday in M. Berthelot's resignation the papers mostly deplore the loss to the country of a very able diplomat whose character, however, remains quite blank. The debates are to be resumed to-day.

CONCLUSION OF CHAMBER  
DEBATE.

PARIS, December 27th.

At the conclusion of the debate on the Banque Industrielle de Chine the Chamber carried a vote of confidence in the Government by 355 votes to 117, expressing their determination to uphold French credit in the Far East and to ascertain their responsibilities. Members further disapproved the introduction of finance into politics, suggesting the prohibition of members of parliament being directors of banks. They rejected a motion in favour of the appointment of a commission of inquiry.

FIGHTING IN RUSSIA.  
BOLSHIEVICS LOSE A BATTLE.

HELSINKI, December 27th.

Fierce fighting continues between the Karelians and Bolshievics. The former have occupied Porajarvi where the enemy was strongly entrenched. The Bolshievics lost 300 killed and many wounded and prisoners.

ITALY AND RUSSIA.  
A COMMERCIAL AGREEMENT  
CONCLUDED.

ROME, December 27th.

The Italo-Russian commercial agreement will be followed by the conclusion within six months of a definite economic convention. The agreement provides that both countries will abstain from hostile action on the frontiers and internal propaganda against each other. Italians in Russia will be repatriated if they desire.

THE CONFERENCE AT  
CANNES.

CANNES, December 27th.

Mr. Lloyd George and Mr. Winston Churchill have arrived.

FAR EASTERN EXTENSION  
TELEGRAPH CO.

The financial report to December 31st (1920) states that the gross revenue was \$2,514,894, less \$744,894 ordinary expenses, and \$451,308 maintenance of cables. After providing \$668,138 for excess profits duty, etc., \$200,998 interest on mortgage debenture stock, and \$5,451 expenses of the issue of new capital, the balance is \$218,898, and \$229,440 is carried forward. From this \$240,000 is placed to general reserve. Four dividends of 2½ per cent, each have been paid on old shares, making 10 per cent, tax free, and 4s. per share tax free on new shares. \$20,779 is to be carried forward.

J. B. Keppie, professional golfer from North Berwick, who recently arrived in Manila, has been engaged as golf professional by the Manila Golf Club. Mr. Keppie has 10 years of experience as a golfer behind him, starting on his golf career under the instruction of the veteran Scottish golfer, Ben Sayers. In 1912 he won the Angus Tournament. Mr. Keppie has played with all the leading amateur and professional golfers of Great Britain and is well-known in Scotland and Yorkshire. For a time before the war he served as greenkeeper of the famous New Club Links in North Berwick and has had plenty of experience, laying out courses. He is also known as one of the finest instructors in the east of Scotland.

Arrangements are well in progress in Japan for the visit of H.R.H. the Prince of Wales. His Royal Highness is expected to reach Yokohama on the morning of April 15th. The *Reinow* will be met by the Japanese Navy in the Formosan Channel. The Prince will stay in Tokyo for a week. His Royal Highness during his stay will be invited to visit the Imperial Theatre. Other proposed entertainments in Tokyo include dancing, Japanese polo matches, fencing, etc. The three coaches which will constitute the special train designed for the travelling convenience of the Prince of Wales are nearing completion. They are being built at a cost of ¥1,200,000 each, and will be finished in such a way as to embody the finest points of genuine Japanese art. The British Society, of which Prince Fushimi is the president, will present an address to His Royal Highness on the occasion of his visit to Tokyo. The address will be mounted on a beautiful and artistically engraved textile decorated with the Imperial Crest of Chrysanthemums. The box in which the address will be placed, likewise will be a work of art and the cover will be stamped with the Imperial Crest in gold. The British Society will make its presentation at a garden-party, where the entertainment will be characteristically Japanese, selected from some of the oldest and finest traditions of the Empire.

CONSORTIUM POLICY  
EXPLAINED ANEW.OFFICIAL STATEMENT FROM NEW  
YORK.

PEKING, December 16th.

Mr. Frederick W. Stevens, representative of the American Group of Bankers of the International Consortium, has received the following telegram from the managing committee of the Group in New York:

"The American Group after communication with the British, French and Japanese Groups and with the knowledge of the Department of State issued on December 8th a brief memorandum as to the object and aims of the Chinese Consortium for the purpose of attempting to meet the many inaccurate statements that have of late been made as to the Consortium both in China and other quarters. At the end of this memorandum a summary is set forth as follows:

- 1.—The Consortium was organized not primarily as an enterprise for profit but as a measure of co-operation and support with the various Governments for the larger policies of benefit for China.

## NO MONOPOLY OR CONTROL.

- 2.—The Consortium desires no monopoly of enterprise in China and in fact declines to consider any loans except such as the Federal or Provincial Governments may require for construction purposes.
- 3.—The Consortium seeks no financial control. If it is to offer Chinese securities to investors it desires only that proper machinery be provided for safeguarding the security and the expenditure of any loan proceeds.

- 4.—The Consortium would welcome such developments in China as would enable that country to secure wholly from domestic bankers and investors the funds which it so sorely requires for the building up of its means of communication and for the construction of such other public works as will serve to prevent the disastrous floods, droughts and famine with which China has been from time to time afflicted.

## CHINESE PEOPLE'S CAPACITY.

- 5.—The members of the Consortium have, as stated, a great faith in the capacity and character of the Chinese people. They have firm belief in the future of that people. Having brought to their attention by their respective Governments the grave international dangers which might be incurred from a continuance of the old conditions in China, the several groups have lent themselves in the sincere desire to serve the Chinese people and to contribute to more stable economic and financial conditions in the Far East.

- 6.—The national groups composing the Consortium continue to be of the opinion that the interests of the Chinese people can in the existing circumstances best be served by the co-operative action of such banking groups representing the investment interests of their respective Governments, and the groups are ready to do their utmost to carry out the original idea of such co-operative effort."

## SUBJECT TO DISSOLUTION.

- 7.—Having as stated been organized at the instance of the several Governments, the Consortium would, of course, upon notice from such Governments to its service were no longer required, be prepared to arrange for an immediate dissolution, thus avoiding further outlays and continuing heavy responsibility."

GERMAN DEBTS.  
PROGRESS OF LIQUIDATION.

At the outbreak of war the United Kingdom was a large creditor of Germany in respect of contract debts. The precise balance in favour of our country cannot be definitely determined until the whole of the debts due by either side have been cleared, but it is estimated to have been about £35,000,000. This figure does not include claims under Article 297 of the Peace Treaty for compensation and proceeds of liquidation of British property in Germany.

The first report of the Controller of the British Clearing House in Berlin shows that since August last the aggregate of the debts due to British subjects notified has amounted to £55,789,504, and that the total of debts and interests so far admitted and paid by Germany is £29,485,735. Claims totalling £1,481,767 have been withdrawn, and the remainder of the debts still under consideration represent a sum of £29,711,677. In the same period claims in respect of debts due to Germans by British creditors have been presented to a total of £44,212,306; debts and interest amounting to £12,857,377 have been admitted and credited to the German Clearing Office; claims for £1,689,430 have been withdrawn, and the balance still under consideration amounts to £29,519,590.

At the end of September claims lodged in respect of the proceeds of liquidation of and compensation for damage to British property in German territory under Article 197 of the Treaty reached a total of £48,150,750. Claims for £11,000,000 have been admitted and paid.

## RUBBER RESTRICTION.

The following resolution was passed at a large largely attended meeting of directors of rubber companies in London on the 18th inst.:—Resolved that this meeting of directors of rubber companies pledges itself to give the strongest possible support to the recommendations of the Rubber Growers' Association for the continuance of restriction of output during the first six months of 1922.

## CHEN CHIUNG-MING.

## I.

[BY ORIGIN WRITER FOR THE "HONGKONG DAILY PRESS."]

General Chen Chiung Ming, the present Governor of Kwangtung Province, and the Commander-in-Chief of the forces of the Constitutional Government at Canton, is one of the men upon whom hangs the destiny of China. Despite the tremendous hold which Sun Yat Sen has upon the imagination of the Chinese, and his position as head of the Constitutional Government, General Chen is looked upon as the man of power in the South-west. Upon his action, whether he supports Dr. Sun, breaks with him, or simply holds himself aloof, depends the success or failure of the present democratic movement in China. What measure of a man, then, is this Chen?

Chen Chiung Ming was born in the neighbourhood of Waichow, in Kwangtung Province, in the year 1878. He received a fairly liberal education, evincing a particular interest in literature and politics. He was of an athletic turn and became an expert at Chinese boxing. Later, he took up the study of military strategy. By the time he reached his majority, he took a keen interest in public affairs and became active in various movements for improvement of conditions in his native place. He was apparently what is known among Americans as a "jiner" for there was no society for the public good which he did not join. Societies for the opening of schools, for the prohibition of opium, for developing industry, for fathering conservancy schemes, for founding libraries and literary and debating societies, all found young Chen an active worker. His wide interests in the public welfare were finally gathered into one fold by his establishment of a daily newspaper. That his fellow-townsmen appreciated his efforts is indicated by the fact that the circulation ran as high as four thousand copies a day.

Chen's restless ambition was not appeased even by the manifold responsibilities of a newspaper editor. He determined to continue his educational work and enrolled as a student in the School of Modern Law at Canton. Here he came into contact with several hundred other students, the most intelligent of his generation. Chen seems not only to have held his own with them but soon to have become an acknowledged leader. No one of them but was affected by the revolutionary spirit which then prevailed in Canton and Chen led them in this as in other things. He soon became a strong advocate of change and the abolition of monarchy.

When the elections for the Provincial Assembly were held in 1903, after his graduation from the Law School, Chen was one of the successful candidates. In the assembly he made a name for himself by his bold attacks upon the corruption of the Manchu officials. His antipathy toward gambling was manifest even at that time, and he was one of the most earnest supporters of the bill to prohibit it in the province. This bill at last became a law but its enforcement was never taken seriously by the mandarin.

Chen's growing hatred of Manchu rule brought him into association with the more radical of the revolutionaries and he was involved in the Mutiny of the Reformed Army in 1910. His popularity with the people saved him from arrest and a possible early termination of his activities at that time. His connection with the matter brought him into prominence as a revolutionary leader and he himself took part in the attack on the Governor's Yamen in 1911. This was the fight in which Canton's Seventy-two Heroes lost their lives. Chen was fortunate enough not to be one of them and lived to help build the Heroes' Monument instead of "being among those commemorated."

When the Revolution broke out at Wuchang in the fall of the same year, Chen threw himself into the struggle at once. He organized a volunteer force and led it against the Imperial troops stationed at Waichow. He captured that city and when the Viceroy heard of it he hastily departed, leaving Canton in the hands of the revolutionaries. Hu Han Min was chosen Governor and when Chen arrived with his successful brigade, he was welcomed as a hero and immediately chosen Vice-Governor. When Sun Yat Sen returned to China, Hu went with him to Nanking and Chen became Governor.

His first task was to suppress the revolutionary troops, who had got out of hand and drunk with success, etc., were making liberal appropriations of the property of the citizens. Their leader was seized and shot, stern repressive measures were taken against the looters and within a few days order was restored. Governor Chen could then take up the reforms which the Revolution implied. He regulated the issue of bank-notes, reorganized the Provincial Assembly and granted the suffrage to the women as well as the men. The schools, the courts, communications and industry all received his attention and evidences of real progress became apparent.

Governor Chen's career of reformation was destined to run afoul of Yuan Shi Kai's plans for the founding of a new dynasty. When Yuan's intentions became manifest, Chen, with six other governors in the south, declared his independence. But Yuan had large supplies of foreign money and he used some of this in buying over many of Chen's subordinates, especially among the military officers. When Chen attempted to lead his troops against the forces of Yuan, he found himself crippled by treachery. Finally his artillery surrounded his infantry and demanded Chen's removal. Realizing that resistance was hopeless, Chen left for Hongkong and from there went to Europe, travelling and studying extensively in France and England. Politics was now his chief interest and he met and discussed the problems of China with many of the prominent statesmen of Europe. When the Great War broke out, Chen started back

to China, visiting in rows the Chinese in the vicinity of Singapore and planning with them how the Republic, which Yuan had reduced to a mere name, might be saved. After the death of Yuan, Chen went to North China and travelled over much of the country.

Upon the declaration of Sun Yat Sen and others against the military domination of the northern militarists and the re-establishment of the Parliamentary regime at Canton in 1917, Chen immediately returned to his home province and cast in his lot with the southerners. The following year he led an army against the Tsuchun of Fukien, who was an adherent of the militaristic group. Chen was uniformly successful and captured the southern half of the province. The beginning of peace negotiations at Shanghai halted him in his career of conquest and he turned his attention to the improvement of the portion of Fukien which was under his control. The people there seem to have given him support in his military operations against the Tsuchun and they were well pleased with the civil administration which followed the military success. In spite of the drain on the finances which the support of an army entailed, Chen found money to start schools and newspapers. Streets were improved; wharves were built; and forty students were sent from Fukien to France for higher education.

Meantime things had not been going well in Kwangtung. The attempt of Dr. Sun and his associates to preserve the parliamentary form of government had been defeated by the intrigue of some Kwangsi generals who, while professing sympathy for the cause of republicanism, were at heart in favour of the militaristic despotism of the North with its greater opportunities for their own enrichment. They made it impossible for Sun to remain at Canton and before long the other sincere workers for republicanism followed him to Shanghai, leaving the Kwangsi crowd in complete control.

General Chen with his Cantonese army in southern Fukien, was the only remaining menace to their complete domination of the southern provinces. They planned to attack him. Chen, however, through his informants learned of these plans. He hastily made his peace with the Tsuchun of Fukien, returning his lost districts to him for arms and money, and before they had any idea of what was happening, threw himself upon the Kwangsi army. They were greatly superior in numbers and better equipped. The issue was long in doubt. Over two months the fighting went on. The people in Kwangtung, however, had had a plenty of Kwangsi rule and as fast as they could make their preparations, exerted themselves in one way or another to interfere with the Kwangsi operations. Some formed volunteer bands; some showed disaffection among the Kwangsi troops; and some destroyed the means of communication. At last the resources of the Kwangsi men were exhausted and they retired to their own province.

Chen Chiung Ming was again Governor in his native Kwangtung. He was received with acclaim by his fellow-citizens, who remembered the days of his former rule. He took up the work of reform where he had left it years before. Gambling was his first point of attack. It was not only prohibited but the prohibition was enforced. Gambling was more than put under the ban; it was stamped. In spite of the large revenues which gambling had always brought into the provincial treasury, Opium, already outlawed, but too frequently present, was the next thing he went after. Much of it was seized; the traffic in the drug which had hitherto been carried on by the soldiers, was stopped; every effort was made to suppress both the trade in and the use of the narcotic. Local administration was reorganized on the basis of local autonomy. Canton City was created and given a modern municipal charter. The 81 districts of the Province were requested to nominate their own magistrates and the Governor appointed the men so nominated. Work was begun on the public roads. The amount of money devoted to education was greatly increased.

Affairs were quite looking up when the war-clouds loomed again. Peking's warlords did not look with favour upon the re-establishment of the constitutional movement under Dr. Sun and a coadjutor as upright and able as Chen. They urged their Kwangsi contractors back to the fight. In July last they came on. In three columns they moved toward Kwangtung. Chen gathered his forces and went out to meet them. Within five days he captured the important Kwangsi city of Wuchow. This success gave his troops new confidence and they pressed on against the enemy. Shun Chow was taken; then Nanning. The remnants of the Kwangsi forces fled to Lung Chow. Here they were finally captured and disarmed.

When Kwangsi came under his control, Chen enforced there the same ideas of democracy and local autonomy which had endeared him to the people of Kwangtung. The officers were not turned over to his military subordinates. Instead the formation of a government was left to the Central Government under Dr. Sun, who appointed the man who had received the highest number of votes in the Kwangsi election to the National parliament and instructed him to organize a Government of Kwangsi men. Chen's task as a military commander completed, he returned to take up again his duties as Governor of Kwangtung and to these he has devoted himself diligently since. His reception upon his return from Kwangsi was one of the great events in Canton's recent history. Merchants, bankers, labourers and coolies united in a great welcome to the returning General. Canton's streets were decorated as they have never been decorated before. It was fairly evident that Chen Chiung Ming had won the confidence and the favour of his people. Such is the career of the man who stands out as one of the half-dozen most important men in China to-day. His ambitions, his aims, his plans and ideas must be among the determining factors in the history of China in the immediate future. Has he come to his full development, or is there in him the making of a still greater man?





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### PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,  
MRS. J. B. B. B.]

PARIS, November 31st.  
Never was there a fashion more favourable to all women; never was there a time when women with neither the athletic grace of Diana nor the haughty majesty of Minerva could follow slavishly every whim of Dame Fashion knowing that by so doing they would only be adding to the dainty charm of their appearance. It very often happens that designers quite forget this category of femininity when they are hatching new plans for the season ahead, and recklessly ordain the wearing of frills and flounces, large hats and other lines that it is quite impossible for the small woman to carry off with any degree of success; but this season, everything is in her favour, and it is the very tall woman who will have to take care when choosing her gowns for fear they will accentuate too forcibly her height and her slenderness. The straight "chemise" type of frock (which, by the way, seems to be as much worn as that under-garment itself) is an ideal line for the very small woman because it creates for her an illusion of height; it is equally desirable for the very stout woman because it appears to take off for her all, or most, of her superfluous flesh; but for the very tall woman, especially if she is on the thin side, it is apt to prove dangerous if she is not careful to choose materials and trimmings in such a way as to combat the effect it would have of making her appear what the French call, rather aptly, "planche" (beard).

Never, either, was the fashion so favourable to the woman with a small purse, as no dress has ever been so easy to cut and arrange as the "chemise" frock. It must not be either too tight or too ample, but once the *juste milieu* has been obtained there only remains the matter of trimming to decide and add. Seeing that there is practically nothing in one "chemise" frock to distinguish it from another, everything depends on the trimming for the expression of one's individuality. With a foundation so absolutely neutral for a foil, there is no limit to the choice of colour and material permissible. As a matter of fact, all these dresses hardly seem to exist at all except as a *raison d'être* for the exhibition of something extra beautiful in the way of girdles or something extra lavish in the way of fur. Startling ideas in embroidery are also introduced, and many new and shiny materials that could only be made up into gowns which are the last note in simplicity have been created as a result of the popularity of this style. Chanel is responsible for the launching of a most original idea in quilted satin; this is made up, as a rule, into the light type of coat that Parisiennes wear at all half-seasons, but the most original of frocks can also be designed in this material. Coats and skirts and evening coats can be of the very smartest when made of this fabric, which possesses, as well as its qualities of elegance, those of being neither too light for wear in winter (seeing it is highly padded) nor too heavy for wear in summer. I saw a very effective coat frock of this quilted satin at 'Longchamp' the day the Municipal Grand Prix was run; in black, it had motifs embroidered in grey corded silk on it and was trimmed with revers of black satin and two rows of grey fringe on the skirt part, sloping towards the waist line on the right side; the black satin hat worn with this costume was also trimmed with a bunch of grey fringe each side to match.

Another model, elaborately quilted and embroidered in dull shades of silk, was perfectly plain in cut, depending for effect on the beauty of the material and the addition of a deep band of monkey fur round the hem and a monkey-edged scarf. Another coat and skirt in quilted satin was also trimmed with bands of monkey fur round the hem of the coat and an edging of the same fur on collar and cuffs, and a cape I saw the same day, certainly suggested a revival of some early Victorian model; it was made in a succession of tiers, each of which was edged with bands of monkey fur and finished with a collar of it closed up round the throat; a close-fitting toque laden with masses of the ever-popular monkey fur was added, giving the wearer the appearance of a Fijian native in full war-paint.

Chanel had also carried out the same idea in duvetyn and launched that day a very smart tailored suit in putty-coloured duvetyn, the only trimming of which were scrolls of a quilted design worked on it in putty-coloured silk. For evening wear, the whole success of the gown must necessarily lie either in the beauty of the material itself, or the richness of the trimming; colour, too, plays its part. A graceful model saw recently at Jenny's was in crepe Roman in the new shade known as "Violette" a shade that is neither purple nor mauve nor yet fuchsia red, but something of all three, and which was surely inspired by a specimen of those beautiful red-purple petunias that are such a glory in a garden. The frock in question was made on long, simple draped lines, very much like the stately draped garment of some Roman matron, and the only trimming was a garland of six or seven hand-made cactus dahlias, catching loosely in the waist at the back. This simple ornamentation and the sheer beauty of the colour were all that was needed to make a very charming and beautiful model.

Another model from Rocco's was in royal blue velvet, but so simply cut that, in order to give it a distinctive note of some sort, this designer had caused the whole of the front panel to be embroidered in a design worked out in cut steel studs.

Steel, jet, spangles, fringe, glittering tulle, fur, hand-made flowers in Georgette or satin, flowing ribbons and glistening strands of chenille are some of the mediums chosen for the elaborating of what would otherwise be, perhaps, the plainest type of gown that ever lasted undisturbed through two successive Paris seasons.

(Continued at foot of next column.)

## Appreciation



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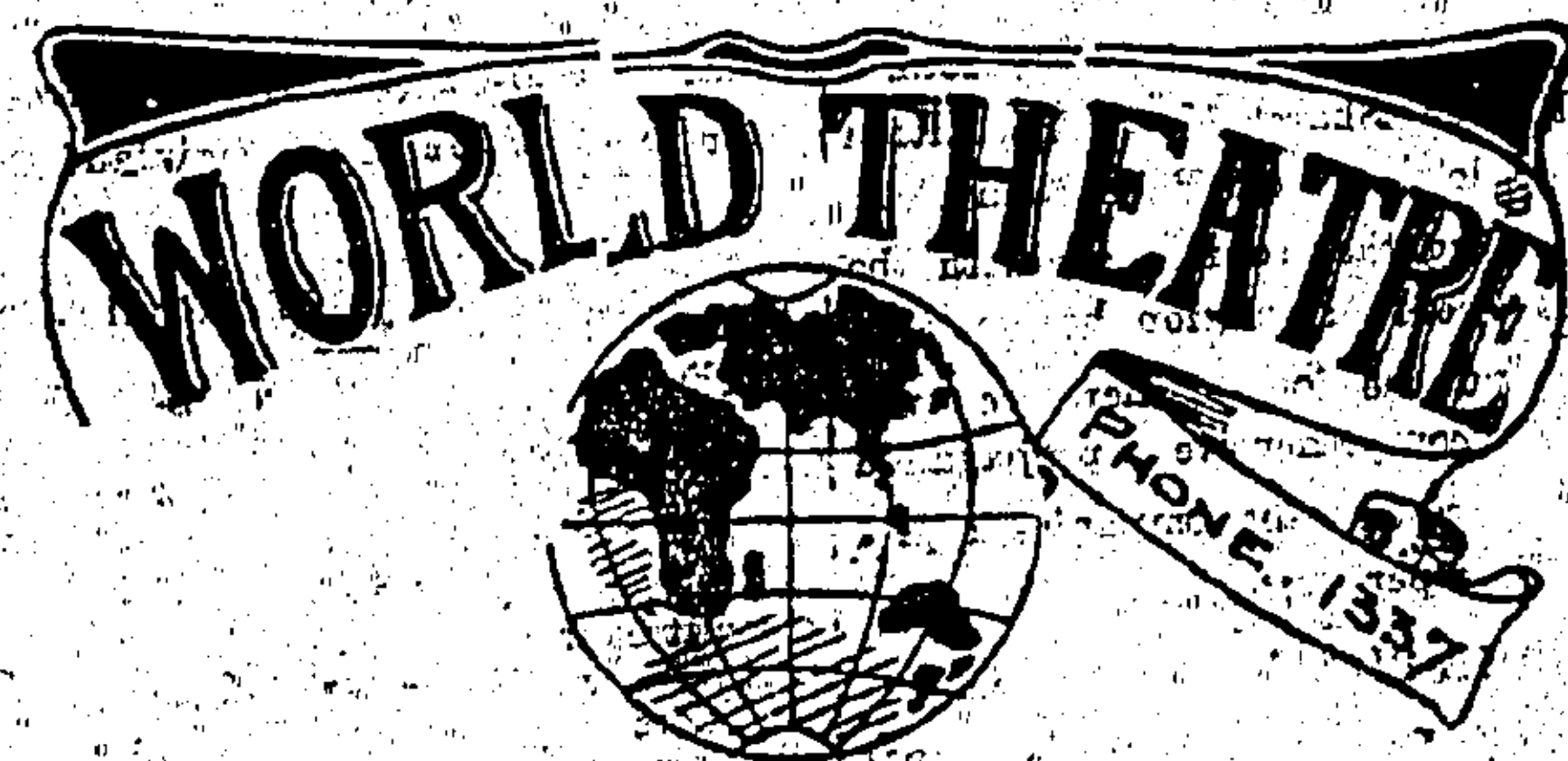
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During the day-time, hands of fur, more  
than anything else, are used for trim-  
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afternoon reception dresses, there is a  
perfect riot of fringe, flowers, ribbons,  
sparkling compositions and every con-  
ceivable fantasy in the way of ornament  
that the brain of man has yet invented.  
Hand-made flowers are decidedly popu-  
lar and prove most decorative and  
suitable for this plain type of frock.  
Big flat roses are worn a great deal,  
and are made of velvet and Georgette,  
and are usually reserved for the  
fashioning of the showy blooms meant  
to imitate cactus dahlias. For the  
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S.S. "EGREMONT CASTLE" ... sailing on or about 5th Jan.  
S.S. "DAORE CASTLE" ... sailing on or about End Jan.

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on through Bills of Lading.

**FOR SHANGHAI.**

S.S. "CILICIA" ... sailing on or about 28th December.  
S.S. "TRIESTE" ... sailing on or about Beginning Jan. 1922.

**FOR BRINDISI, VENICE & TRIESTE**

S.S. "CILICIA" ... sailing on or about 17th Jan. 1922.  
S.S. "TRIESTE" ... sailing on or about End Jan. 1922.  
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**NATAL LINE OF STEAMERS.**

S.S. "UMSINGA" ... sailing middle of Jan.  
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SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.  
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15th January

for

MELBOURNE & ADELAIDE

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1978

**YAMASHITA KISEN KAISHA.**

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BETWEEN

**KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

**FOR HAIPHONG via Hothow & Pakhoi**

S.S. "HOZUI MARU" ... on or about 5th Jan.

**FOR KEELUNG via Swatow & Amoy**

S.S. "TAIKWA MARU" ... on or about 5th Jan.

For further particulars, please apply to—

Branch Office,  
No. 37, Bonham Street, West,  
Tel. No. 155.  
S. MITARAI,  
Agent,  
Top Floor, King's Building  
Tel. No. 120.

**"NOT MERE JIM-JAM."**

GEN. SMUTS ON THE LEAGUE OF NATIONS.

The Mayor presided at a meeting held in the Town Hall, Pretoria, General Smuts being the principal speaker, in support of a resolution, which was carried unanimously, to the effect that the people of Pretoria accepted the principles of international co-operation upon which the League of Nations was based, and pledged themselves to support the League as an effective instrument for securing the peace of the world.

In the course of his speech General Smuts said that he regretted that there was considerable apathy in South Africa with regard to the League of Nations, and urged the working up of a strong enthusiasm for the cause of the League in South Africa, which had played a great part in furthering it. South Africa was playing a great and distinguished part at Geneva, through her representatives, especially Lord Robert Cecil, who had done honour not only to South Africa, but to the whole of the world, in the attitude he had adopted. General Smuts emphasised the fact that the League was not mere "jim-jam," but something upon which the future of the world and civilisation depended, and he proceeded to refer to the great hopes and visions of the future which were entertained on the first 11th of November three years ago, and the great disappointment that had settled on mankind in the last three years.

Continuing, General Smuts said it was impossible to know where they were today, being, as they were, in a most dangerously unsettled state. Some new life, some newer, deeper, greater life, must be born out of all this evil through which they had passed. General Smuts went on to declare that war was becoming really impossible owing to the advance of science, while the economic effects would be perhaps even more dreadful. He laid emphasis on the impossibility of a nation living in isolation, and quoted Russia as an example. The League of Nations was founded on the principle of human co-operation, which was just the antithesis of the principle of war. The League was founded from the smallest and most insignificant beginnings, yet it had shared, and was proving itself, and had settled down to active work.

General Smuts cited as an instance the establishment of the International Court of Justice, which was an outstanding success and achievement, and the settlement of the Upper Silesian question. There had been failures, but the League was proving itself, and he felt that the experiment was turning out a success and was deserving of their support and encouragement.

Referring to the Washington Conference, General Smuts said that he regarded it as a highly important event, second only in importance to the Paris Peace Conference. It was significant that America had called the Conference, which indicated a great change on the part of America, who after the Paris Conference, wanted to cut adrift from Europe, which was why she would not sign the Peace Treaty, and why she repudiated the work of ex-President Wilson. But the interests of mankind were so intertwined that it was impossible for the most powerful nation on earth, which America was, to stand alone and to live an isolated life.

General Smuts pointed out that the Conference was not the rival of the League of Nations, because it was entirely on the lines of the League, and the day might come when it would be seen that the Washington Conference was the beginning of America's co-operation with the League. What the Washington Conference sought was entirely consonant with the aims of the League of Nations, which he believed would get new assistance from the Washington Conference in carrying on the great work for which the League stood. They could only wish the Conference every success, and hope that it would have results which should ensure lasting peace for the world. Referring to the League, General Smuts said that it should be extended to embrace everybody. It would never be a success while huge tracts of the world were excluded. Germany and Russia should join, and, if not voluntarily, they should be made to join. He was of opinion that the function of the League of Nations was not merely to secure the peace of the world, but that its main function should be to regulate economic relations between the nations, the weak spot of the present system. In addition to the points mentioned, the gospel of human co-operation for which the League stood must be preached as much as possible through the people of the world. General Smuts concluded by an eloquent appeal to South Africa and other countries to build in the League of Nations a durable institution which should preserve the interests of all mankind in their day of trouble.—*Reuter.*

**THE COST OF WAR.****NEW ESTIMATES.**

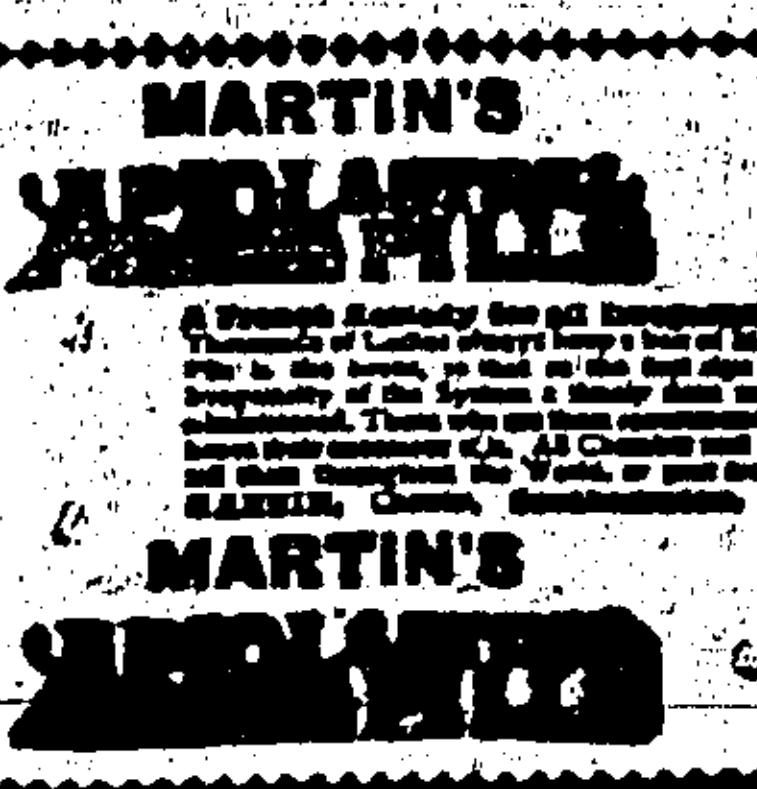
The Commission on International Justice and Goodwill of the Federal Council of the Churches of Christ in America compiled the following statistics on the staggering cost of the great war and made them public on the eve of the great international Conference on Limitation of Armament:

**MONEY COST.**  
Cost of all wars 1793-1910, \$23,000,000,000  
Direct cost of World War, 1914-1918 169,291,719,815  
Indirect cost of World War, 1914-1918 169,291,719,815  
All cost, direct and indirect, including loss of shipping, damaged property, loss of production, etc., 1914-1918 338,583,439,630  
Killed in battle, including Russia 18,058,000  
Increased death rate 30,470,000  
Decreased birth rate 40,500,000

**NATIONAL DEBTS.**  
1913. 1920.  
United States \$1,028,000,000 \$24,974,000,000  
Great Britain 2,455,000,000 39,314,000,000  
France 6,356,000,000 46,025,000,000



**CUTICURA**  
FOR HAIR AND SKIN  
For promoting and maintaining beauty of skin and hair Cuticura Soap and Ointment are unexcelled. Cuticura Talcum is an ideal powder, refreshing and cooling to most delicate skins.

**HOME RACING SEASON.****SOME PRESS RECOMMENDATIONS.**

The London newspapers reviewing the flat racing season which ended last month refer to the performances of Humorist and Craigen-Eran. They say that the juveniles are so below the average that it is impossible to find a winter favourite for next year's Derby.

Tishy, Leighton, and Downwritten are said to have been the most over-rated animals in the history of racing.

Other features of the season were the shrinkage of crowds, the diminution in betting, and the decline of Tattersall's Ring, which, it is declared, needs thinning out.

Demands are made for Stipendiary Stewards, which are considered necessary in view of the amount of alleged dishonest running.

Solly Joel was the leading winning owner with a total of 233,000.

Lord Derby realised £21,000 and came second.

Joseph Watson made £19,000 and was third, and J. B. Joel made £14,000 coming fourth.

Mr. Solly Joel, Lord Astor and Lord Derby, are the first, second and third, in the list of both winning owners and breeders, during the flat racing season, which terminated at Manchester on Nov. 28th.

Mr. Joel's 37 wins represented £33,000 in stakes, while Lord Astor won £23,085, and Lord Derby £21,000. Mr. J. C. Galstoun won 11 races of the total value of £2,234.

S. Donoghue with 141 wins heads the list of winning jockeys for the eighth consecutive season, and Frank Bullock is again runner-up with a score of 124 victories to his credit.

The champion sire is once more Poly-melus, closely followed by Sunstar and Swaynford.

Also Taylor trained 51 winners, which won £48,000. He has trained most of the winners winning most of the money.

**INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED.

**SAILINGS, SUBJECT TO ALTERATION**

SHANGHAI via SWATOW ... "CHIPSING" ... Fri. 30th Dec. D'light  
MANILA ... "YUENSANG" ... Fri. 30th Dec. 3 a.m.  
HAIKONG via HOIHOW ... "TAKSANG" ... Sat. 31st Dec. 10 a.m.  
SHANGHAI via SWATOW ... "OCHONGSHING" ... Sun. 1st Jan. D'light  
SANDAKAN ... "HINSANG" ... Tues. 3rd Jan. Noon  
STRAITS & CALCUTTA ... "LAISANG" ... Tues. 3rd Jan. 3 p.m.  
BANGKOK via SWATOW ... "LEESANG" ... Wed. 4th Jan. D'light  
SHANGHAI TIENTSIN via SWATOW ... "TUNGSHING" ... Wed. 4th Jan. D'light  
SHANGHAI, MOI & KORE ... "NAMSANG" ... Sat. 7th Jan. D'light

**CALCUTTA LINE.**—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hothow when inducement offers.

**BORNIO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chedao.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "LAISANG" will be despatched on or about  
Tuesday, 3rd Jan., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET,  
TENHAM, MADRAS and DUTCH EAST INDIES.

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GENERAL MANAGERS

Telephone No. 215.

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Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel ... Due Hongkong

S.S. "GLENSHANE" ... 31st Dec.

Vessel ... Leaves Hongkong ... Discharges

M.V. "GLENNAVY" ... 28th Jan. GENOA, LONDON, ROTTERDAM, HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.,****The Glen Line, Ltd.; AGENTS.**

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARUYA ABE

as Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

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No. 2, Bunko Kowai

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BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1921

With Index, Price \$7.50.

On sale at the Hongkong Daily Press Office.

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**SYRUP**  
OF  
HYPOPHOSPHITE OF LIME  
FOR  
STUBBORN COUGHS  
BRONCHITIS  
WEAK LUNGS  
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CONSUMPTION

FREE FROM ANIMAL FAT  
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FOR  
**ECZEMA**  
**ULCERS**  
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**RINGWORM**  
**POISONED**  
**SORES**  
CUTS BRUISES  
BURNS SCALDS &c



## SHIPPING NEWS

## ARRIVALS.

December 27th.

*Cilicia*, Italian str., 2,834 tons, Capt. A. Crivellari, from Trieste and Singapore, with a general cargo.—Dodwell & Co.

*Tonglee*, Chinese str., 832 tons, Capt. T. Mori, from Dairen, with a general cargo.—Yue Tai Hong.

December 28th.

*Gweneth*, British str., 1,290 tons, Capt. W. Nunn, from Manila, in ballast.—Moller & Co.

*Hailong*, British str., 1,108 tons, Capt. W. Couper, from Swatow, with a general cargo.—D.L. & Co.

*Hanyang*, British str., 1,208 tons, Capt. J. R. Shaarer, from Canton, in ballast.—B. & S.

*Haru Maru*, Japanese str., 1,684 tons, Capt. T. Hirai, from Chingwa, with coal.—Dodwell & Co.

*Hok Canton*, Chinese str., 550 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing S.S. Co.

*Hudrange*, British str., 551 tons, Capt. W. J. Colman, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

*Marica*, American str., 1,690 tons, Capt. Ventoso, from Sebastia, with coal.—Geo. Grimbale & Co.

*Michien Maru*, Japanese str., 1,188 tons, Capt. K. Funakoshi, from Keelung, with coal.—M.B.K.

*Rhodesia*, Danish str., 2,128 tons, Capt. G. Madun, from Vladivostok, with a general cargo.—Manners and Backhouse.

*Shantung*, British str., 1,568 tons, Capt. B. Robertson, from Shanghai and Swatow, with a general cargo.—B. & S.

*Sinkiang*, British str., 1,816 tons, Capt. C. W. Puckett, from Canton, with a general cargo.—B. & S.

*Sosha Maru*, Japanese str., 1,001 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.

*Tientsin*, British str., 1,227 tons, Capt. Capt. H. P. Carver, from Tientsin and Swatow, with a general cargo.—B. & S.

*Waikang*, British str., 1,173 tons, Capt. J. W. Pettigrew, from Canton, with a general cargo.—J.M. & Co.

*West Jena*, American str., 3,636 tons, Capt. J. A. Jacobson, from San Francisco and Shanghai, with a general cargo.—Struthers & Dixon & Co.

## CLEARANCES.

December 28th.

*Cilicia*, for Shanghai.

*Egypt*, for Shanghai.

*Yachting*, for Bangkok.

*Hanyang*, for Saigon.

*Hanyang*, for Hongkong.

*Jaco*, for Singapore.

*Kaiping*, for Pakhoi.

*Kwangtung*, for Swatow.

*Mattawa*, for Hongkong.

*Rhodesia*, for Sabang.

*Seistau*, for Singapore.

*Shantung*, for Canton.

*Sinkiang*, for Shanghai.

*Sosha Maru*, for Swatow.

*Tai See Ma*, for K. C. Wan.

*Tonglee*, for Chafop.

*Wah Hang*, for K. C. Wan.

*Waikang*, for Swatow.

*West Jena*, for Zamabanga.

## PASSENGERS.

## ARRIVALS.

\*Per s.s. *Hailong*, on December 28th:—Mr. C. Morris, Mr. N. Gee, Mr. and Mrs. Scrymgeour, Mr. W. C. Hawkins, Mr. C. H. Reid and Rev. C. B. Shann.

## SHIPPING MOVEMENTS.

The P. & O. s.s. *Nagoya* is expected to leave Colombo on January 2nd, 1922.

The R.M.S. *Empress of Asia* arrived at Manila on December 28th, at 8.30 a.m. and was to leave at midnight for Hongkong. She is due on December 30th, at 10 a.m.

The R.M.S. *Empress of Japan* left Vancouver for Hongkong, via Japan ports, Shanghai, on December 22nd, and is due here on or about January 13th. She is due at Yokohama on January 5th.

The s.s. *Tyndareus* (Blue Funnel line) left Manila on December 27th for Hongkong, and is due here on December 30th.

The N.Y.K. s.s. *Tamba Maru* (Bombay line) left Kobe for Hongkong via Moji on December 28th, and is expected here on January 2nd.

The N.Y.K. s.s. *Kamo Maru* (European line) left London for Hongkong via Suez on December 24th, and is expected here on February 1st.

The American and Manchuria Line s.s. *Sutton Hall* from New York arrived at Singapore yesterday. She proceeds to Manila and Iloilo, and is due to arrive at Hongkong on January 20th.

The T.K.K. s.s. *Persia Maru* left Dairen, on the 28th instant, and is due at Hongkong on the 30th instant, a.m.

The N.Y.K. s.s. *Toba Maru* (New York line) left Manila for Hongkong on December 27th, and is expected here on December 30th.

## VESSELS EXPECTED.

*Aki Maru* (N.Y.K.), due January 10th.

*Cyclops* (Blue Funnel line), due to-day.

*Diana* (P. & O.), due 30th inst., 8 a.m.

*Empress of Asia*, due December 30th, at 10 a.m.

*Inaba Maru* (N.Y.K.), due January 16th.

*Japan* (B.I.), due January 11th.

*Kamo Maru* (N.Y.K.), due January 7th.

*Monteagle* (Q.P.B.), due to-day, 7 a.m.

*Nagoya* (P. & O.), due January 17th.

*Persia Maru* (T.K.K.), due Dec. 29th.

*Pine-Tree State*, due December 31st.

*St. Albans* (E. & A.), due January 16th.

*Torilla* (B.I.), due January 6th.

*Totomi Maru* (N.Y.K.), due Jan. 3rd.

## SHIPPING NOTES.

A Netherlands company has placed orders valued at \$1,000,000 for the construction of two liners with a Continental firm, whose tender was 20 per cent. below the lowest quotation of Tees and Harlepool firms.

The British India Steam Navigation Company are building 19 vessels and this number will bring the company's total fleet to 171 ships, comprising 922,000 tons gross compared with 141,000 tons a generation ago.

The report of the British India Steam Navigation Company declares a dividend of 8 per cent. (tax free) but no special bonus. £25,400 is carried forward. Six old steamers have been sold for breaking up purposes.

The French giant liner *Maryland* was sunk at New Orleans on November 15th after being rammed by the Japanese s.s. *Fukuyo Maru*. The accident occurred when the steering gear on the *Fukuyo Maru* broke down, and her master was unable to avert her.

An Aneto message to Singapore papers from Veltveden says:—The K.P.M. steamer *Sawaht Leontes* is laid up in Tanjung Priok harbour owing to lack of cargo. It is reported from Rotterdam that there are at present as many as ninety ships laid up because of the shortage of cargo.

The P. & O. Steam Navigation Company are selling the Brindisi property formerly used in connection with the mail. It has been announced by the company that there will be no reversion to Brindisi as a mail port. The mail will hereafter continue to be picked up at Marseilles.

The trials of the U.S.S.B. s.s. *Cathay*, built at the Kiangnan Dock, were held last week and proved most satisfactory. The *Cathay* is the last of the ten thousand ton freighters built for the U.S. Shipping Board, she and the three others (*Mandarin*, *Oriental* and *Celestial*) having been completed in two years and eight months. At the *Cathay's* trials a speed of 13.20 knots was registered.

In an article on the piracy of the *Kwang Lee*, the *N.C. Daily News* refers to the measures enforced on local steamers at Hongkong for the prevention of piracy and says: "The result of these measures has been that since 1914 no big vessel running out of Hongkong has been successfully pirated. And it would seem that if no legislation can procure the same defences for ships running out of Shanghai, those operating them could adopt the same means of protection for their own sakes. The officers navigating these vessels should have every facility provided for putting up a successful resistance; without them any serious attempt to thwart the pirates is not only likely to prove useless, but by reason of the consequences almost bound to follow, criminally foolish. The expense of safeguards such as those mentioned does not seem an insuperable obstacle, and in fairness to the men who do such important work up and down the coast, this minimum of protection should be provided, even when enactments have not yet been promulgated to make it obligatory."

## WEATHER REPORT.

December 28th, at 11.43. — Pressure has decreased moderately to slightly in all districts. The anticyclone has weakened further and is now shown as a belt of relatively high pressure from the Yangtze Valley to the Bonins.

Moderate monsoon may be expected along the S.E. coast of China and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 97.33 inches, against an average of 83.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Gap Rock N.E. winds, moderate; fair.

Formosa Channel N.E. winds, fresh.

South coast of China (The same as Hongkong and Lanchow) No. 1.

South coast of China (The same as Hongkong and Hainan) No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 28th.

	Previous Day	On 28th	On 29th
Barometer	30.05	30.05	30.02
Thermometer	67	72	68
Humidity	E.	calm	E.
Wind Direction	2	0	3
Force	0	0	b.
Weather	0.00	0.00	0.00
Rain			

Highest open-air Temperature on 27th ... 69

Lowest open-air Temperature on 28th ... 64

## HONGKONG TIDE TABLE.

From 28th December, 1921 to 2nd Jan. 1922

High Water.				Low Water.			
Date	Day	Month	Time	Date	Day	Month	Time
Thurs.	29	12	10.45	Thurs.	29	12	3.53
Fri.	30	12	11.55	Fri.	30	12	4.23
Satur.	31	12	12.45	Satur.	31	12	5.10
Sund.	1	1	10.12	Sund.	1	1	4.08
Mon.	2	1	11.22	Mon.	2	1	4.39
Tues.	3	1	12.32	Tues.	3	1	5.18
Wed.	4	1	11.42	Wed.	4	1	6.24

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver &amp; Montreal.

From Hongkong	Destination	Ship	Day	Month	Year
E. Asia	Jan. 5	Jan. 28	Montcalm	Feb. 1	Feb. 24
Montcalm	Jan. 17	Feb. 10	St. Lawrence	Feb. 17	Feb. 24
E. Japan	Feb. 8	Mar. 1	St. Lawrence	Mar. 10	Mar. 17
E. Russia	Feb. 22	Mar. 15	Metagazine	Mar. 24	Mar. 31
E. Asia	Mar. 28	April 10	St. Lawrence	Apr. 23	Apr. 28

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Car, Compartments & Dining Rooms.

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## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA KEMLUNG, SHANGHAI, THE LAY AND SEA, JAPAN &amp; HONOLULU.

Ship	Day	Month	Year
PERSIA MARU	Jan. 5	Jan. 28	Jan. 28
TAIYO MARU	Jan. 17	Feb. 10	Jan. 28
SIBERIA MARU	Feb. 8	Mar. 1	Jan. 28
TENYO MARU	Feb. 22	Mar. 15	Jan. 28
KORUMARU	Mar. 28	April 10	Jan. 28
SHINYO MARU	Apr. 10	Apr. 23	Jan. 28

Calling at Dairen and omitting call at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA RUE, BALBOA, CALLEJO, MOLLEND, AERICA &amp; IQUITUE.

Ship	Day	Month	Year
GINYO MARU	Jan. 5	Jan. 28	Jan. 28
ANYO MARU	Jan. 17	Feb. 10	Jan. 28
SEIYO MARU	Jan. 22	Feb. 15	Jan. 28

For full information regarding passenger, freight and sailings, apply to Y. TSUTSUMI, Mgr. 212.

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# AMERICAN & ORIENTAL LINE

NEW YORK via Suez

subject to change without notice

## ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Shipping Agents.

# ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE  
FOR EASTERN, MEDITERRANEAN & CONTINENT.

S.S. "CITY OF BOSTON" ... 30th Jan. London, Rotterdam & Hamburg

## HOMeward PASSENGER SERVICE

S.S. "CITY OF MANCHESTER" 30th Feb. London.  
S.S. "CITY OF SIMLA" ... Middle March London.  
S.S. "CITY OF CALCUTTA" ... 10th May London

Subject to change without notice.  
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Rans & Co. CANTON.

General Agents.

## NEW YORK DIRECT

Joint Service of the  
"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.  
AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"YANGTZE" ... via Suez Canal ... 28th Dec.  
"BURYLOCHUS" ... via Suez Canal ... 10th Jan.  
"CITY OF CAMBRIDGE" ... via Suez Canal ... 20th Jan.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG and CANTON, REISS & CO., CANTON.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPT. ORIGIN SAILING DATE

SHANGHAI KURE & YOKOHAMA "CAP ARCONA" ... 15,000 ... On or about 10th Jan.

MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ, PORT SAID, ... "ANGKOR" ... 13,000 ... On or about 2nd Jan.  
"PORTHOS" ... 20,000 ... On or about 16th Jan.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSHER, Acting Agent, Queen's Building.

# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

## SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 7 or 10 Days).

"HAILONG" ... Capt. W. Cooper ... FRIDAY, Dec. 30th, at 12 Noon.  
"HAIKONG" ... Capt. W. C. Pasmore ... TUESDAY, Jan. 3rd, at 12 Noon.  
"HAIHONG" ... Capt. J. S. Thomson ... FRIDAY, Jan. 6th, at 12 Noon.

\* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Black Pig).

For Freight and Passage, apply to—

DOUGLAS, LAFRAIK & CO.,  
General Managers.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

REMAINS: JAPAN, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

## PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DONGOLA"	8,000	4th Jan. 1922	Marseilles, London & Antwerp
"DILWARA"	8,000	12th Jan.	Spore Colombo & Bombay
"BOYITA"	7,941	18th Jan.	Spore, Colombo, London & Antwerp
"KASHMIR"	8,541	1st Feb.	Marseilles, London & Antwerp
"NAGOYA"	8,541	15th Feb.	do
"KASHGAR"	8,540	1st Mar.	do
"SIODIA"	8,709	14th Mar.	Singapore, Colombo & Bombay
"KEIVA"	8,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,008	29th Mar.	do
"NOVARA"	8,250	12th Apr.	do
"KALYAN"	8,987	26th Apr.	do
"PLASSY"	7,346	10th May	do
"DONGOLA"	8,000	24th May	do

## BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 2nd Jan. ... Calcutta via Singapore, Penang and Bangkok.

## EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ... 6,000 ... 9th Jan. ... Manda, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.  
"ST. ALBANS" ... 4,500 ... 6th Feb.

## SAILINGS TO SHANGHAI & JAPAN

"EURYALUS" ... 8,000 ... 30th Dec. ... Amoy, Shanghai only.  
"DILWARA" ... 8,000 ... 1st Jan. ... Shanghai and Kobe.  
"TORILLA" ... 5,200 ... 8th Jan. ... Yokohama direct.  
"ST. ALBANS" ... 4,500 ... 17th Jan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
Parcel Messengers not more than 24 in. x 3 in. x 1 in. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.

For Further Information, Passages, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.,**  
12, Des Voeux Road Central, HONGKONG.

# O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

"ARGON MARU" (calling Marseilles) ... Tuesday, 17th Jan.  
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CANADA MARU" ... Friday, 12th Jan.  
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"JAVA MARU" ... Saturday, 31st Dec.  
DELI & BANGKOK via SAIGON & HONGKONG—Regular, Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Monday, 2nd Jan.  
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Tuesday, 3rd Jan.  
"ARIZONO MARU" ... Friday, 20th Jan.  
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Wednesday, 18th Jan.  
NEW ORLEANS LINE via SUEZ.  
"HAMBURG MARU" ... Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai  
"HIMALAYA MARU" ... Sunday, 1st Jan.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 1st Jan.  
TAKAO via SWATOW & AMOY

"SOSEHU MARU" ... Thursday, 29th Dec.  
For sailing dates and further particulars please apply to—  
Y. YABUDA, Manager,  
No. 1, Queen's Building.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Sydney & Melbourne via Port ... to Hongkong for Australia.  
"TATYEN" ... About 14th Jan. ... About 16th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Refused Freight, Cargo booked through to all Australian, New Zealand & Trans-Pacific Ports. For L. 1st and 2nd class passengers apply to— BUTTERFIELD & SWIRE Agents.

# C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

HONGKONG For ... "HANYANG" ... On 28th Dec. ... To Sui.  
SHANGHAI ... "SINKIANG" ... On 28th Dec. ... Noon.  
SWATOW & SINGAPORE ... "KWANGTUNG" ... On 28th Dec. ... Noon.  
PORT COURET ... "TAIKOOYAN" ... On 28th Dec. ... Noon.  
SHANGHAI & TSINGTAO ... "KUMIOH" ... On 31st Dec. ... 10 A.M.  
SWATOW & SINGAPORE ... "SHANTUNG" ... On 31st Dec. ... 4 P.M.  
SHANGHAI & PUKOW ... "TEAN" ... On 1st Jan. ... 10 A.M.  
SWATOW & SINGAPORE ... "SZOCHUKI" ... On 3rd Jan. ... 10 A.M.  
SWATOW & SINGAPORE ... "KALGAN" ... On 3rd Jan. ... 10 A.M.  
SHANGHAI & TSINGTAO ... "KALGAN" ... On 3rd Jan. ... Noon.  
PAKHOI & HAIPHONG ... "CHIKIANG" ... On 7th Jan. ... 4 P.M.  
SHANGHAI LINE—PASSENGER, MAILS and CARGO.

Excellent Saloon accommodation. Refrigerating Machinery. Electric Fans in Saloon and State-rooms. Regular schedule service, between Canton, Hongkong, Shanghai three weekly and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 22.

BUTTERFIELD & SWIRE,  
Agents.



## PASSENGER AND FREIGHT SERVICE

For VICTORIA, VANCOUVER, SEATTLE  
From Hongkong Arrive Seattle

## FREIGHT & PASSENGER SERVICE.

S.S. "SILVER STATE" ... Seattle Jan. 1st. Jan. 10th.  
S.S. "PINE TREE STATE" ... Seattle Jan. 2nd 1922. Jan. 20th.  
S.S. "PINE TREE STATE" ... Seattle Jan. 15th. Jan. 31st.  
S.S. "WENATCHER" ... Seattle Jan. 16th. Feb. 14th.  
S.S. "WENATCHER" ... Seattle Jan. 30th. Feb. 14th.  
S.S. "BAY STATE" ... Seattle Jan. 30th. Feb. 14th.  
S.S. "BAY STATE" ... Seattle Feb. 9th. Feb. 28th.

Through Bills of Lading issued to Overland (Transcontinental) points.  
Passenger and Freight Particulars.

## THE ADMIRAL LINE

5th Floor, Union Building.  
Telephone 2477 & 2478.

PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, ICE HOUSE ST.



## REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA  
and other JAVA PORTS.

S.S. "C. LYMONT" ... Jan. 8th.  
S.S. "LAKE PARKER" ... Jan. 12th.

OPERATED FOR ACCOUNT OF U.S. BOARD.

## OFFICES

5th Floor, Union Building.  
Telephone 2477 & 2478.

PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, ICE HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "SUBUGA" ... 2nd half Jan. 1922.

For freight space and particulars apply to—

# BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE

TELEPHONE 2477 & 2478 AGENTS 5th Floor Union Bldg.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston, and/or New York by fast freight steamers



For BOSTON and/or NEW YORK



S.S. "MOORISE PRINCE" ... (via Suez) 12th Jan.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED

Telephone 2122. Telegrams (Furprince)  
Incorporated in Great Britain.  
21, George's Buildings



